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U.S. PACIFIC FLEET AND PACIFIC OCEAN AREAS.

JOINT STAFF STUDY: ICEBERG OPERATION.

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1. REPORT DATE <b>1953</b>		2. REPORT TYPE <b>N/A</b>		3. DATES COVERED <b>-</b>	
4. TITLE AND SUBTITLE <b>ICEBERG, Appendix H Phase III</b>				5a. CONTRACT NUMBER	
				5b. GRANT NUMBER	
				5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S)				5d. PROJECT NUMBER	
				5e. TASK NUMBER	
				5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) <b>U.S. Pacific Fleet and Pacific Ocean Areas</b>				8. PERFORMING ORGANIZATION REPORT NUMBER	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)				10. SPONSOR/MONITOR'S ACRONYM(S)	
				11. SPONSOR/MONITOR'S REPORT NUMBER(S)	
12. DISTRIBUTION/AVAILABILITY STATEMENT <b>Approved for public release, distribution unlimited</b>					
13. SUPPLEMENTARY NOTES <b>JFSC - WW II Declassified Records.</b>					
14. ABSTRACT					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT <b>UU</b>	18. NUMBER OF PAGES <b>124</b>	19a. NAME OF RESPONSIBLE PERSON
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# ICEBERG

## APPENDIX H

### PHASE III

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U.S.  
UNITED STATES PACIFIC FLEET  
AND PACIFIC OCEAN AREAS ,  
Headquarters of the Commander in Chief

Serial 0005038

14 April 1945

(To be shown only to those who must see it for further study)

ICEBERG PHASE III

1. The attached study of ICEBERG PHASE III is the basis for directives for the operation but is not in itself a directive or considered to commit the Commander in Chief, U. S. Pacific Fleet and Pacific Ocean Areas to any course of action. It is circulated to Joint Staff and major subordinate commanders to facilitate planning and implementation, both operational and logistic.
2. Changes may be made in the study as the situation develops.
3. The present Appendix H and annexes thereto contained in ICEBERG Joint Staff Study (Cincpoa serial 000131 of 25 October 1944) is superseded by this study and should be removed and destroyed by burning.

C. H. McMORRIS  
Chief of Staff

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UNITED STATES PACIFIC FLEET  
AND PACIFIC OCEAN AREAS

Serial 0005635

Headquarters of the Commander in Chief

COPY NO. 175

6 May 1945

*mm* 57-7-45

From: Commander in Chief, U.S. Pacific Fleet and Pacific Ocean Areas.  
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Subject: Changes, Deletions & Additions to Annexes 8 & 9, Appendix H  
of Joint Staff Study, ICEBERG.

Reference: (a) Cincpoa serial 0005038 of 14 April 1945, subject:  
"ICEBERG Phase III" as corrected by Cincpoa serial 0005625  
of 22 April 1945.

Enclosure: (A) New Pages 99 & 106 for Insertion in Annex 9 to Appendix H  
of reference (a).

1. The following changes will be made to reference (a):

✓(a) Insert new pages 99 and 106, attached. Destroy old pages.

✓(b) Page 93 Delete paragraph 6 e (1) and substitute the follow-  
ing:

"(1) In addition to routine immunizations all  
military personnel will require vaccination against  
cholera and typhus."

✓(c) Page 100 Under HEADQUARTERS opposite Hq & Hq Co, Garrison  
and in column headed ARMY (GARRISON) delete entries  
of 1 and 400 under No. and Agg. respectively.  
Enter in column headed MARINE (GARRISON) 1 and 400  
under No. and Agg. respectively. Change TOTALS  
under GARRISON to read 25 for ARMY (GARRISON) and  
400 for MARINE (GARRISON).

2 (d) Page 101 Under GARRISON and opposite TOTAL COMBAT at bottom  
of page change ARMY from 7,681 to 7,281 and MARINE  
from 5,297 to 5,697.

✓(e) Page 103 Delete all entries pertaining to the following for  
ASSAULT & GARRISON under ARMY.

Plat, Sn Co  
Malaria Control Unit (FA)  
Malaria Survey Unit (FB)

Substitute the following units for ASSAULT &  
GARRISON under NAVY.

Malaria Control Component (G17) (Incl 2 for  
Mil Govt); No. - 4, Agg. - 24.  
Epidemiology Component (G18) (Incl 1 for Mil  
Govt); No. - 2, Agg. - 12.

Change MEDICAL TOTALS to show ARMY ASSAULT 530 and  
GARRISON 423; NAVY ASSAULT 250 and GARRISON 594.

C. H. McMORRIS  
Chief of Staff

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Serial 0005635

UNITED STATES PACIFIC FLEET  
AND PACIFIC OCEAN AREAS  
Headquarters of the Commander in Chief

6 May 1945

Subject: Changes, Deletions & Additions to Annex 9, Appendix H of Joint Staff Study, ICEBERG.

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ComGroup2PhibsPac (3)	.160-162
AdComPhibsPac (1)	.163
ComGenTen (Rr) (6)	.165-170

\* Includes copies for War Dept.

*O. L. Thorne*  
O. L. THORNE,  
Flag Secretary

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UNITED STATES PACIFIC FLEET  
AND PACIFIC OCEAN AREAS  
Headquarters of the Commander in Chief

Serial 0005625

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22 April 1945.

From: Commander in Chief, U.S. Pacific Fleet and Pacific Ocean Areas.  
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Subject: Changes and Additions to Joint Staff Study, ICEBERG, Appendix H.

Reference: (a) Cincpoa serial 0005038 of 14 April 1945, subject: "ICEBERG Phase III.

Enclosures: (A) Annex 8 to Appendix H, Joint Staff Study, ICEBERG, Logistic Measures Phase III (e).  
(B) Annex 9 to Appendix H, Joint Staff Study, ICEBERG, Troop Requirements Phase III (e).  
(C) Changes to Annex 6 to Appendix H, Joint Staff Study, ICEBERG Phase III.  
(D) Changes to Annex 7 to Appendix H, Joint Staff Study, ICEBERG Phase III.  
(E) Corrected Table of Contents.

1. Reference (a) stated that additional annexes to Appendix H would follow and that changes might be made in the study as the situation develops.

2. Enclosures (A) and (B) are forwarded herewith for insertion in reference (a).

3. Enclosures (C) and (D) list changes to reference (a).

4. Enclosure (E) is a corrected Table of Contents to reference (a).

5. Annex 7 of reference (a) supersedes Cincpoa serial 0005609 of 11 April 1945, Troop List for ICEBERG, Phase III (c) and III (d).

C. W. NIMITZ

*Wm*  
4-24-45

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ComGroup2PhibsPac (3) . . . . . 160-162  
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*W. L. THORNE*  
Flag Secretary.

CHANGE TO JOINT STAFF STUDY, ICEBERG, PHASE III

ANNEX 6 TO APPENDIX H,

REVISION OF 14 APRIL 1945

(Cincpac Serial 0005038 of 14 April 1945)

1. ✓ Page 41, paragraph 5 b. (1): Delete first two words, "Late model".
2. ✓ Page 42, paragraph 6 c. Fifth sentence beginning "At KIKAI", change to read "At KIKAI, certain medical units of the assault forces, as indicated in Annex 7, will be retained for the support of the garrison."
3. ✓ Page 44, paragraph 8 d. (1). Last line of paragraph, change "L / 120" to "L / 95".
4. ✓ Page 44, paragraph 8 d. (2). Change to read, "The two shiploads (60,000 drums AvGas, 2,000 AvLube) provided for in Annex D to Cincpac-Cincpoa Operation Plan 14-44 (para. 5 (d) (1), page 11), if not used in Phases I and II, or portions thereof not used, will be available to ComGenlOthArmy on call, and will be discharged as early as practicable where directed by him."
5. ✓ Page 45, paragraph 8 e. (1). Fourth line of text, change words "on the West Coast" to read, "in the United States". Sixth line, change "West Coast" to read, "United States". Same paragraph, end of first sentence, change "A - 15" to "A - 5". Same paragraph, twelfth line, change "A - 5" to "A / 5."
6. ✓ Page 46, paragraph 8 e. (2). Fourth line of text, change words "on the West Coast" to read, "in the United States". Sixth line, change "West Coast" to read "United States". Same paragraph, end of first sentence, change "F - 15" to "F - 5". Same paragraph, twelfth line, change "F - 5" to "F / 5".

ENCLOSURE (C)



CHANGE TO JOINT STAFF STUDY, ICEBERG, PHASE III,

ANNEX 7 TO APPENDIX H

TROOP LIST

REVISION OF 14 APRIL 1945

(Cincpac serial 0005038 of 14 April 1945)

1. Page 48. Insert new page 48, attached. Destroy old page 48.
2. Page 51. Under AVIATION SERVICE UNITS opposite Depot Supply Sq and in column headed ARMY (GARRISON), change No. from "2" to "4" and Agg. from "262" to "524". Also in same column opposite Chemical Co Air Opns, change No. from "2" to "4" and Agg. from "268" to "536".
3. Page 52. Change TOTAL of AVIATION SERVICE UNITS under ARMY (GARRISON) from "9238" to "9768".
4. Page 59. Opposite GRAND TOTALS at bottom of page, change ARMY (GARRISON) from "66,821" to "67,351" and TOTAL (GARRISON) from "103,339" to "103,869".
5. Page 60. Insert new page 60, attached. Destroy old page 60.
6. Page 63. Under AVIATION SERVICE UNITS opposite Station Comp Sq and in column headed ARMY (GARRISON), change No. from "2" to "3" and Agg. from "206" to "309". Change TOTAL of AVIATION SERVICE UNITS under ARMY (GARRISON) from "6558" to "6661".
7. Page 66. Under QUARTERMASTER units in column headed ARMY (GARRISON) opposite Co. Truck, change No. from "2" to "3" and Agg. from "220" to "330". Also in same column opposite Co. Service, change No. from "3" to "4" and Agg. from "657" to "876". Change TOTAL of QUARTERMASTER units under ARMY (GARRISON) from "1805" to "2134".
8. Page 67. Under TRANSPORTATION units in columns headed ARMY (ASSAULT) and ARMY (GARRISON) opposite Amphib Truck Co, change No. from "2" to "3" and Agg. from "360" to "540" in both columns. Also in same columns opposite Port Co, change No. from "2" to "4" and Agg. from "438" to "876". Change TOTALS of TRANSPORTATION units under ARMY (ASSAULT) and ARMY (GARRISON) from "848" to "1466".
9. Page 68. Opposite GRAND TOTALS at bottom of the page, change ARMY (ASSAULT) from "22,479" to "23,097"; TOTAL ASSAULT from "23,275" to "23,893"; ARMY (GARRISON) from "28,037" to "29,087"; and TOTAL (GARRISON) from "30,605" to "31,655".

ENCLOSURE (D)

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ICEBERG

Appendix H

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Revised 19 April 1945

ENCLOSURE (E)

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ICEBERG

APPENDIX H

PHASE III

I. DIRECTIVE.

The Joint Chiefs of Staff have directed the Commander in Chief Pacific Ocean Areas to complete the seizure and development of positions in the RYUKYUS; to continue such operations for securing and maintaining control of the sea communications to and in the Western Pacific as are required for the accomplishment of the overall objective; and to make preparations for the naval and amphibious phases of the Invasion of JAPAN.

II. ASSUMPTIONS.

That Phases I and II of ICEBERG have been completed.

That the results of previous operations show that we will be able to maintain continuing control of the air in the objective area.

That the tactical air force operational in OKINAWA includes by target date at least four fighter groups, and one medium bomber group.

That sufficient naval search aircraft are operational at OKINAWA to cover effectively the sea approaches to the objective area.

That the operations on OKINAWA have left available sufficient amphibiously trained assault divisions to capture MIYAKO.

That airfield sites additional to those in the MARIANAS, at IWO and at OKINAWA are required for the deployment of the air forces to be used for the air blockade and air bombardment of JAPAN and for supporting the assault on JAPAN.

III. PURPOSES.

To establish air bases from which to:

- (1) Attack the main islands of JAPAN and their sea approaches.
- (2) Defend the installations on OKINAWA and IE SHIMA.

- [REDACTED]
- (3) Support further advances.
  - (4) Provide air support for an amphibious assault on JAPAN.
  - (5) Increase the security of sea and air communications through the RYUKYUS into the EAST CHINA SEA.
  - (6) Maintain unremitting military pressure on JAPAN.

#### IV. TASKS.

Capture, occupy, defend and develop as air bases positions in the RYUKYUS in addition to OKINAWA.

Intensify the sea and air blockade of JAPAN.

Destroy enemy forces and resources in JAPAN by naval and air attack.

#### V. GENERAL CONCEPT OF OPERATIONS.

The capture of OKINAWA and the associated attacks on JAPAN by our naval and air forces will have resulted in intense resistance of an all out character by the remaining enemy naval forces and all the air forces which can be brought to bear. As the result of the intense fighting involved the enemy naval strength will by target date have become very small. The enemy air strength will have been reduced to a point where it can harrass our major forces but can no longer hope to overcome them except when they are kept close to KYUSHU or HONSHU for a period sufficiently long to permit a strong counter attack to be organized by a disorganized defensive air force.

Completion of the first two phases of ICEBERG will have provided at OKINAWA an advanced anchorage and will have permitted the initiation of the development of an advanced naval base. Adequate land will be available for staging areas for small troop units. Sites will be under development for a total of six fighter groups, three medium bomber groups, two heavy bomber groups, one VLR Wing and a Fleet Air Wing.

Accomplishment of the purposes of the ICEBERG operation requires the development of bases in the RYUKYUS which will permit the deployment of the largest practicable air force in order that air blockade and air attack on JAPAN may be conducted with maximum intensity and effectiveness,

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and also in order that there may be deployed an air force of maximum effectiveness for the support of an assault on KYUSHU. The most economical way to effect such a deployment is to exploit fully the potentialities of OKINAWA and IE SHIMA. As rapidly as the availability of forces and resources permit additional sites will be seized. Some of these sites will be to the northward of OKINAWA in order to improve the defense of the OKINAWA position, to increase the capabilities of the tactical air forces for close support, and to improve the effectiveness of fighter escort of bombardment missions from the southward.

Lack of suitable sites for heavy or very heavy bombers in the islands to the northward of OKINAWA will necessitate occupying positions to the southward after the possibilities of OKINAWA are exhausted if the forces for capturing and developing such positions are available.

The sequence and timing of the occupation of the three objectives selected - MIYAKO, KIKAI and TOKUNO - will depend on the availability of forces and resources. It will depend also in the case of TOKUNO and KIKAI on the time by which the enemy air force is reduced in effectiveness sufficiently to warrant advancing northward to that extent.

Preliminary bombing of MIYAKO will be accomplished by the coordinated efforts of fast carriers, the Tactical Air Force at OKINAWA, and heavy bombers from LUZON. Direct air support of the assault will be provided by escort carriers.

Preliminary bombardment and direct air support of the assault on KIKAI and TOKUNO will be provided by the Tactical Air Force, assisted by escort carriers and elements of the Fast Carrier Task Forces as required.

The primary task of the Fast Carrier Task Forces will be to cover the operations of Phase III by conducting continuing attacks on enemy forces and installations in JAPAN. These attacks will be coordinated with operations of the 20th Air Force and will be intensified against KYUSHU and Western HONSHU during the movements of assault shipping in order to provide strategic cover.

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Southwest Pacific Air Forces will be requested to participate extensively in the preliminary bombing of ISHIGAKI and MIYAKO, as well as to maintain neutralization of enemy bases in FORMOSA. CHINA based air forces will be requested to provide support by attacks on enemy bases on the Asiatic Mainland.

MIYAKO will be captured and developed primarily as a base for VLR aircraft. KIKAI, after capture will be developed as an advance base for fighters. The preferred sequence for capture of these objectives as now visualized is:

MIYAKO on A Day

KIKAI on F Day

TOKUNO on G Day

MIYAKO should be captured at the earliest possible date because of its greater potential value and the length of time required to develop VLR bases. Early capture of MIYAKO is also indicated by the predicted availability dates of its VLR garrison.

Plans and preparations should be made for the initiation of Phase III at the earliest practicable time in order to exploit success and accelerate the campaign. Until the situation at the end of Phases I and II can be definitely foreseen, plans and preparations for Phase III must be kept flexible as to timing, sequence, and specific designations of assault units.

Forces already allocated to the earlier phases of ICEBERG augmented by area reserves and such additional supporting and service troops as can be obtained from rear areas will probably be capable of completing the assault and initiating the development of Phase III objectives. Shortages of required service troops necessitate improvisation and maximum utilization of units already in the Pacific Ocean Areas and of troops allocated to earlier phases.

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ICEBERG

APPENDIX H

VI. CAPTURE OF MIYAKO (PHASE III c)

A. GENERAL DISCUSSION.

MIYAKO has been selected as an objective in order to acquire additional airfield sites in order to provide:

A base relatively close to JAPAN for VLR aircraft.

An airbase from which to complete the neutralization of enemy positions in FORMOSA.

A defensive southern outpost for our position in the OKINAWA Group.

The capture, occupation, defense, and development of MIYAKO will be initiated as soon as the necessary assault shipping and combat units can be released from other operations. Maximum naval covering and fire support forces available will be employed.

B. GROUND FORCES.

The estimated strength of the Japanese forces on MIYAKO is one infantry division (less one RCT) and two independent mixed brigades with supporting and service troops, totalling 23,000. An additional 4,000 are estimated to be on YERABU SHIMA. In 1940 the civilian population was 60,786. An amphibious corps of three divisions will constitute the assault force. Should augmentation of this assault force be required, an additional division may be designated.

The coast of MIYAKO is nearly everywhere precipitous. The most extensive beaches border the peninsulas forming JUNK BAY. Though these beaches are backed by relatively low, rough, wooded escarpments, access inland is probably less obstructed than from any other beaches. The three existing enemy airfields are grouped on an arc about JUNK BAY, at a distance of from 1 to 2 miles therefrom. The small islands of YERABU

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(PHASE III c)

and KURUMA which lie from 1-1/2 to 2-1/2 miles off JUNK BAY afford positions for emplacement of artillery to support the landing forces. An acceptable scheme of maneuver (see Annex 3) provides for the initial seizure of these islands on A Day, and the emplacement of artillery to support the main landings. Subsequently, two divisions should land in the JUNK BAY area in order to seize the airfields. The attack should then be continued to capture the remainder of the island. One division suitably reinforced will be required for the defense of the island.

C. AIR FORCES.

Prior to our attack MIYAKO will be subjected to repeated air attacks by both shore-based and carrier aviation in order to neutralize its air bases. About A-15 an intensive air attack will be initiated by shore-based aviation to destroy defensive installations.

Escort carriers will escort and provide air cover for surface forces enroute to the objective. Direct air support for the assault and neutralization of adjacent supporting enemy bases will be provided by the escort carriers and shore-based air forces. The Fast Carrier Task Force will conduct air strikes on MIYAKO immediately prior to the arrival of the fire support group. Thereafter, the Fast Carrier Task Force will cover the operation by conducting strikes against strategic and tactical targets in JAPAN and may provide direct air support if required.

The Southwest Pacific Area Air Forces will be requested to support the operation by neutralizing air fields in FORMOSA and by extensive preliminary heavy bomber attacks on MIYAKO.

The shore-based air force at OKINAWA will conduct repeated attacks on enemy air bases in the SHANGHAI-NINGPO area and in the northern NANSEI SHOTO - KYUSHU area as required.

Four airfields will be constructed to accommodate two wings (8 groups) of very long range bombers, two fighter groups, one night fighter squadron and one torpedo bomber squadron.



D. NAVAL FORCES

Transport squadrons will be provided from new construction and from those previously allocated to Phases I and II to mount the expeditionary troops for this operation. Plans for the assembly of transport squadrons will be based upon the locations of mounting areas and the time required for logistics, upkeep, loading, rehearsals, and movement to the objective area. Current information indicates probable difficulty in landing tanks in other than LCM(6)'s, therefore, LSD's provided with 18 LCM(6)'s each, will be assigned to this operation to the extent available.

All available fire support units will be furnished to effect maximum destruction of enemy defenses prior to the assault. The amphibious support force will assemble at ULITHI and/or in the OKINAWA area. Suitable units of the amphibious support force will be designated to participate in rehearsals. The amphibious support force should arrive off the objective about A-5.

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(PHASE III c)

E. SUMMARY OF MAJOR FORCES REQUIRED.

1. Ground Forces

Amphibious Corps of 3 Divisions	1
8-inch Howitzer Bn (FA)	1
Chemical Bn (Motorized)	1

Garrison Forces

Infantry Division	1
Tank Company (Medium)	1
AAA Gun Bn	4
AAA A/W Bn	4
AAA S/L Bn (— 1 Battery)	1
Hq & Hq Btry AAA Gp	2
155-mm Gun (CA) Bn	3
Hq & Hq Btry CA Gp	1
MP Battalion	1
Hq & Hq Btry AAA Brig	1

2. Air Forces

Garrison

From

Army

2 Wings VLR (includes 2 Wg Hq and 8 groups, with supporting troops)	U.S.
1 Sq Photo Recon, VLR	GUAM

Marine

2 Groups Fighters	SWPA
1 Sq Night Fighters	SWPA
1 Sq VMTB	CentPac
1 Sq Air Warning	HAWAII

(PHASE III c)

3. Naval ForcesCovering Force

8 CV	12 CL
4 CVL	65 DD
6 BB	
3 CA	

Fire Support Force

1 AGC	8 APD
10 OBB	12 LCI(G)
2 CB	12 LCS(L)
10 CA	12 LCI(R)(RCM)
4 CL	1 LC(FF)
30 DD	

Air Support Force

12 CVE  
18 DD  
6 DE

Mine Group

8 DMS	18 YMS
6 DM	6 PGM
14 AM	

Assault Shipping

4 AGC	115 LST
45 APA	1 LST (Brodie)
21 AKA	2 LST(M)
3 LSV	40 LSM
5 LSD*	12 LSM(R)
2 APH	30 DD
14 APD	1 ARL
12 LCS(L)	1 ARB

~~TOP SECRET~~

(PHASE III c)

Assault Shipping (cont'd)

13 LC(FF)	1 ARG
36 LCI(M)**	2 ARS
6 LCI(G)	2 ATR
6 LCI(R)(RCM)	3 ATF
2 LCI(L)	16 PC
20 LCT	4 PCS
4 AKN	2 PCS(H)
4 AN	2 PCE
	14 SC

\* Three available; two additional will be readied if possible.

\*\* 12 of these to be equipped with 4.2 mortar.

Garrison - to be obtained from Assault Forces where available

Base Supported:

10 LCT	4 YMT
60 LCM	4 YTB
20 LCVF	

Fleet Supported - to be obtained from assault forces where available

9 DD	6 YMS
6 PC(NC)	2 PCS(H)
6 SC(NC)	1 ARL
10 LST	3 AN
18 LCI(L)	

~~TOP SECRET~~

ICEBERG

APPENDIX H

VII CAPTURE OF KIKAI (Phase III d)

A. GENERAL DISCUSSION

The objective for this Phase is KIKAI. It is selected in order to acquire additional airfields from which to:

Operate fighters for escort missions.

Defend the OKINAWA area against attack from the north.

Neutralize other bases within range.

Support an assault on JAPAN.

Plans for this phase will be sufficiently flexible to permit execution prior to Phase III c if circumstances make such action necessary or desirable. The seizure of KIKAI will be accomplished preferably by one of the divisions, including the area reserve, previously allocated to ICEBERG. Naval covering and fire support forces will be provided as required from those previously engaged at OKINAWA.

B. GROUND FORCES

The estimated strength of the Japanese forces in the AMAMI Group is one independent mixed brigade and one independent mixed regiment with supporting and service troops, totaling 11,000. Of this total it is estimated that 1,000 are on KIKAI. It is estimated that the hostile garrison will be increased to 5,000 by target date. The civilian population in 1940 was 18,184. In view of the enemy combat strength in the AMAMI Group, and his capability of quickly reinforcing KIKAI, one reinforced infantry division should constitute the assault force. One regimental combat team will be required for the defense of the island.

The most suitable landing beaches are at SOMACHI HAKUCHI on the northeast coast, and at WAN and AGARE on the southwest coast. Under favorable weather conditions the northeast coast is considered the better landing area. The scheme of maneuver (see Annex 4) should provide for landings commencing on F Day, on the northeast coast, or, in the event of unfavorable weather conditions in this area, at WAN and AGARE.

C. AIR FORCES

In order to maintain the neutralization of KIKAI, continuous air operations will be conducted against it after our establishment in OKINAWA. Upon initiation of assault operations against MIYAKO the entire offensive effort of the Tactical Air Force based on OKINAWA will be available for employment against KIKAI to destroy its defensive installations as well as to neutralize its airfields.

Previous operations of the Fast Carrier Task Force and shore based aviation are expected to result in a sufficient decline of Japanese offensive air capabilities to permit the use of escort carriers, if available, for providing direct air support. However, the Tactical Air Force based at OKINAWA will be given the primary responsibility for direct air support and combat air patrol for all ships at the objective. The short distance of 155 miles from OKINAWA to KIKAI will make these operations feasible, and will enable shore based air forces to provide convoy cover, direct air support, and combat air patrol over our forces at the objective. To augment the available shore based air strength during the assault, units of the Strategic Air Force will be attached to the Tactical Air Force as required.

Subsequent to our landing, and until local air defenses are established, air defense will be provided by combat air patrols from OKINAWA and from the escort carriers. Continuous attacks on enemy air bases in KYUSHU by both shore and carrier based aviation will be required until local air defenses are established.

The Fast Carrier Task Force will cover this operation by conducting air strikes against strategic and tactical targets in JAPAN with particular emphasis on KYUSHU during the assault phase.

KIKAI will be developed to provide a base for three fighter groups, two night fighter squadrons, and one Marine torpedo bomber squadron.

D. NAVAL FORCES

Assault shipping sufficient to mount one reinforced infantry division will be required. One transport squadron previously assigned to the OKINAWA operation or to area reserve troops will be used. This squadron will be supplemented by landing ships and landing craft from the OKINAWA operation to the extent available to meet requirements.

The fire support force will consist of 5 OBB, 3 CA, 3 CL, 18 DD, 9 LCI(G) and 9 LCI(R)(RCM). This force will assemble in OKINAWA and proceed to the objective with the minesweeping group to arrive on F-4.

The minesweeping group will assemble at OKINAWA and depart in time to arrive off the objective area on F-4. Minesweeping operations will be conducted under the protection of the fire support force and a combat air patrol furnished by shore based air forces at OKINAWA. The area adjacent and leading to landing beaches inside the 100 fathom curve should be swept during the period F-4 and F-1.

E. SUMMARY OF MAJOR FORCES REQUIRED1. Ground ForcesAssault

Infantry Division, amphibiously trained	1
Tank Battalion (medium)	1
Tank Battalion (Flame Thrower)	1
Amphibious Tractor Bn	3
Amphibious Tank Bn	1
Amphibious Truck Co	2
JASCO's	1
Chemical Bn (motorized)	1

(PHASE III d)

Garrison Forces

Regimental Combat Team	1
Tank Company (medium)	1
AAA Gun Bn	2
AAA A/W Bn	2
AAA S/L Bn (- 1 battery)	1
Hq and Hq Btry AAA Gp	2
155-mm Gun (CA) Bn	1
MP Company	1

2. Air Forces

Garrison

From

Army - 1 Hq Fighter Wing	U. S.
3 Groups VF	1 - HAWAII
	2 - U. S.
2 Sq VF(N)	1 - IWO JIMA
	1 - SAIPAN
Marine - 1 Sq VMTB	CentPac
1 Sq Air Warning	HAWAII

3. Naval Forces

Covering Force

8 CV	12 CL
4 CVL	3 CA
6 BB	65 DD

Fire Support Force

5 OBB	8 APD
3 CA	9 LCI(G)
3 CL	1 LC(FF)
18 DD	9 LCI(R)(RCM)



Mine Group

4 DM	12 YMS
4 DMS	2 PGM
4 AM	

Assault Shipping

1 AGC	9 DD
15 APA	6 DE
6 AKA	6 PC
1 APH	1 AKN
2 LSD	3 AN
1 LSV	1 LST(M)
25 LST	6 LSM(R)
1 LST(Brodie)	2 PCS(H)
10 LSM	9 LCI(M)
10 LCT	1 ARS
18 LCI(L)	1 ATR
6 LCS(L)	2 ATF
4 LC(FF)	6 APD

Garrison

Base Supported - To be obtained from assault forces  
where possible.

10 LCT	10 LCVF
20 LCM	4 YMT

Fleet Supported - To be obtained from assault forces  
where possible.

9 DD	6 YMS
6 DE	2 PCS(H)
6 PC(NC)	1 ARL
6 SC(NC)	2 AN
4 LST	18 LCI(L)

ICEBERG

APPENDIX H

VIII CAPTURE OF TOKUNO (PHASE IIIe)

A. GENERAL DISCUSSION

TOKUNO has been selected as an objective of Phase III in order to acquire additional airfield sites from which aircraft can be operated in order to:

Provide additional air defense for our positions in the NANSEI SHOTO.

Assist in the neutralization of enemy bases within range.

Furnish fighter escort for VLR bombers.

Support an assault on JAPAN.

This phase will be executed if it is considered necessary to acquire additional airfield sites in this area, if the necessary air combat and service troops are available, and if its execution will not interfere with other approved operations.

The seizure of this objective as a shore-to-shore movement using suitable amphibious craft and employing assault forces released from active operations in the OKINAWA area is contemplated. Naval covering and fire support forces will be made available as required to support the assault.

Receipt of additional information on TOKUNO, particularly as it affects suitability of potential airfield sites and beach capacities, may necessitate a revision of this study.

B. GROUND FORCES

On 1 April 1945 the strength of the Japanese forces on TOKUNO was estimated to be approximately 5,000 including service troops. In 1940 the civil population was 40,900. One reinforced division is considered a suitable assault force. One regiment reinforced will be required for the defense of the island.

~~SECRET~~

(PHASE IIIe)

It is anticipated that this operation will be prolonged because of the rugged terrain and the lack of an adequate road net. The island of TOKUNO is rugged with heights of 2100 feet located near the center. There is a road around the periphery of the island. One good road leads across the island from KETOKU to the existing airfield. The mountains are forested and have deep ravines running to the beaches. Slopes are generally more gradual on the west. There are few beaches on the island, the best being on the northeast side of the island, located at SAMMURA WAN and KETOKU. Exits from the beaches are not good. One airfield is located in the northwest portion of the island.

It is contemplated that the scheme of maneuver (see Annex 5) will provide for simultaneous landings, commencing on G Day, on the two available beaches on the northeastern shore followed by the seizure of objectives in the following priority:

- (1) The existing airfield.
- (2) Additional airfield sites.
- (3) Remaining portions of the island.

C. AIR FORCES

After establishment of our air bases in OKINAWA repeated air attacks will be made against enemy air facilities in the NANSEI SHOTO and in JAPAN. The Tactical Air Force will be available for counter air operations and for neutralization or destruction of defensive installations on TOKUNO.

The short distance from our bases on OKINAWA to TOKUNO, 105 miles, will permit shore based aircraft to furnish convoy cover, direct air support and combat air patrol for our forces at the objective. Units of the Strategic Air Force will be used as necessary to augment the effort of the Tactical Air Force. After the assault, neutralization of air facilities in KYUSHU must be maintained by carrier based aviation, and units of the Strategic Air Force based in OKINAWA, until shore based aviation is established and operating on TOKUNO.

(PHASE IIIe)

TOKUNO will be developed to provide a base for two fighter groups, one medium bomber group, one night fighter squadron and one torpedo bomber squadron.

D. NAVAL FORCES

The capture of TOKUNO may be conducted as a shore-to-shore movement from OKINAWA using landing ships and landing craft exclusively. Assault shipping sufficient to mount one reinforced division can be assembled at OKINAWA, where the assault force will be mounted. Amphibious craft previously assigned to the OKINAWA operation will be utilized to the extent required and available.

The fire support force and minesweeping group will assemble at OKINAWA and depart for the objective with the fire control group to arrive off target area on G-3. The area adjacent to selected landing beaches inside the 100 fathom curve should be swept during the period G-3 and G-1.

The Fast Carrier Task Force will support the operation by conducting strikes against strategic and tactical targets in JAPAN.

E. FORCES REQUIRED

1. Ground Forces

Assault

Infantry Division, amphibiously trained	1
Tank Battalion (Medium)	1
Amphibious Tractor Battalion	3
Amphibious Tank Battalion	1
Amphibious Truck Company	2
JASCO	1
Chemical Company (Motorized)	1

(PHASE IIIe)

Garrison

Regimental Combat Team	1
Anti-aircraft Artillery Gun Battalion	2
Anti-aircraft Artillery Automatic Weapons Battalion	2
Anti-aircraft Artillery Search Light Battalion (less one battery)	1
Headquarters & Headquarters Battery, Anti-aircraft Artillery Group	1
Military Police Battalion (-1 Company)	1

2. Air Forces

Marine

From

1 Hq Marine Air Wing	SWPA
2 Groups Fighters	OKINAWA
1 Squadron Night Fighters	U. S.
1 Air Warning Squadron	SWPA
1 Medium Bomber Group	SWPA
1 Squadron Torpedo Bombers	CentPac

3. Naval Forces

Covering Force

8 CV	3 CA
4 CVL	12 CL
6 BB	65 DD

Fire Support Force

5 OBB	8 APD
3 CA	9 LCI(G)
3 CL	1 LC(FF)
18 DD	9 LCI(R)(RCM)

Mine Group

4 DM	12 YMS
4 DMS	2 PGM
4 AM	

(PHASE IIIe)

Assault Shipping

1 AGC	9 DD
1 APH	6 LCS(L)
2 LSD	9 LCI(M)
1 LSV	6 DE
40 LST	6 AFD
1 LST (Brodie)	6 PC
20 LSM	1 ARS
1 LST(M)	1 AKN (TUSCANA Class)
10 LCT	3 AN
6 LSM(R)	2 PCS(H)
36 LCI(L)	1 ATR
4 LC(FF)	2 ATF

Garrison

Base Supported - to be obtained from assault forces where possible.

10 LCT	10 LCVP
20 LCM	4 YMT
	12 PT

Fleet Supported - to be obtained from assault forces where possible.

9 DD	6 YMS
6 DE	2 PCS(H)
6 PC(NC)	1 AGP
6 SC(NC)	1 ARL
4 LST	2 AN
18 LCI(L)	

~~TOP SECRET~~

ICEBERG

Annex 1 to Appendix H

MAJOR FORCES REQUIRED - PHASE III

1. GROUND FORCES

<u>Assault Forces</u>	<u>MIYAKO</u>	<u>KIKAI</u>	<u>TOKUNO</u>
Amphibious Corps of 3 Reinf Divs	1		
Infantry Division, Amphibiously trained		1	1
8-inch Howitzer Bn (FA)	1		
Tank Battalion (M)		1	1
Tank Battalion (Flame Thrower)		1	
Amphibious Tractor Bn		3	3
Amphibious Tank Bn		1	1
Amphibious Truck Co		2	2
JASCO's		1	1
Chemical Bn (Mtz)	1	1	
Chemical Co (Mtz)			1
<u>Garrison Forces</u>			
Infantry Division	1		
Regimental Combat Team		1	1
Tank Company (M)	1	1	
AAA Gun Bn	4	2	2
AAA A/W Bn	4	2	2
AAA S/L Bn (-1 Btry)	1	1	1
Hq & Hq Btry AAA Brig	1		
Hq & Hq Btry AAA Gp	2	2	1
155-mm Gun (CA) Bn	3	1	
Hq & Hq Btry CA Gp	1		
MP Bn	1		
MP Bn (-1 Co)			1
MP Co		1	

2. AIR FORCES

Garrison

MIYAKO

From

Army - 2 Wings VLR (includes 2 Wg Hq and  
8 groups, with supporting troops)

U.S.

1 Sq Photo Recon, VLR

GUAM

Marine - 2 Groups Fighters

SWPA

1 Sq Night Fighters

SWPA

1 Sq VMTB

CentPac

1 Sq Air Warning

HAWAII

KIKAI

Army - 1 Hq Fighter Wing

U.S.

3 Groups VF

1 - HAWAII

2 - U.S.

2 Sq VF(N)

1 - IWO JIMA

1 - SAIPAN

Marine - 1 Sq VMTB

CentPac

1 Sq Air Warning

HAWAII

TOKUNO

Marine - 1 Hq Marine Air Wing

SWPA

2 Groups Fighters

OKINAWA

1 Sq Night Fighters

U.S.

1 Air Warning Sq

SWPA

1 Medium Bomber Group

SWPA

1 Sq Torpedo Bombers

CentPac



### 3. NAVAL FORCES

#### Covering Force

	<u>MIYAKO</u>	<u>KIKAI</u>	<u>TOKUNO</u>
CV	8	8	8
CVL	4	4	4
BB	6	6	6
CA	3	3	3
CL	12	12	12
DD	65	65	65

#### Fire Support Force

AGC	1	-	-
OBB	10	5	5
CB	2	-	-
CA	10	3	3
CL	4	3	3
DD	30	18	18
LCI(G)	12	9	9
LCI(R)(RCM)	12	9	9
LC(FF)	1	1	1
LCS(L)	12	-	-
APD	8	8	8

#### Air Support Force

CVE	12	-	-
DD	18	-	-
DE	6	-	-

#### Mine Group

DMS	8	4	4
DM	6	4	4
AM	14	4	4
YMS	18	12	12
PGM	6	2	2

Assault ShippingMIYAKOKIKAITOKUNO

AGC	4	1	1
APA	45	15	-
AKA	21	6	-
APH	2	1	1
LSV	3	1	1
LSD	5*	2	2
LST	115	25	40
LCI(L)	2	18	36
LSM	40	10	20
DD	30	9	9
DE	-	6	6
APD	14	6	6
ARB	1	-	-
ARL	1	-	-
LST(Brodie)	1	1	1
LC(FF)	13	4	4
AN	4	3	3
AKN	( 2(Keokuk Class) 4 ( 2(Tuscana Class) ( 2(Tuscana Class)	1(Tuscana Class)	1(Tuscana Class)
LST(M)	2	1	1
LSM(R)	12	6	6
PC	16	6	6
PCS	4	-	-
PCS(H)	2	2	2
PCE	2	-	-
LCS(L)	12	6	6
LCI(M)	36**	9	9
LCI(G)	6	-	-
LCI(R)(RCM)	6	-	-
LCT	20	10	10
ATF	3	2	2

Assault Shipping Cont'd)

	<u>MIYAKO</u>	<u>KIKAI</u>	<u>TOKUNO</u>
ARG	1	-	-
ARS	2	1	1
ATR	2	1	1
SC	14	-	-

\* Three available; two additional will be readied if possible.

\*\* 12 of these to be equipped with new 4.2" mortar.

Garrison - to be obtained from assault forces where available.

<u>Base Supported</u>	<u>MIYAKO</u>	<u>KIKAI</u>	<u>TOKUNO</u>
LCT	10	10	10
LCM	60	20	20
LCVP	20	10	10
YMT	4	4	4
YTB	4	-	-
PT	-	-	12

Fleet Supported - to be obtained from assault forces where available.

DD	9	9	9
PC(NC)	6	6	6
SC(NC)	6	6	6
LST	10	4	4
LCI(L)	18	18	18
YMS	6	6	6
PCS(H)	2	2	2
ARL	1	1	1
AN	3	2	2
DE	-	6	6
AGP	-	-	1

**Legend:**

POA
SWPA
14th. AAF

**ICEBERG  
PHASE III  
Annex 2 to Appendix H  
PROPOSED SEARCH PLAN**

**Legend:**  
 POA  
 SWPA  
 14th AAF

**Note:** Sectors to be covered when and as required by operations.

The map displays the Western Pacific region, including the Yellow Sea, East China Sea, Japan Sea, and South China Sea. It shows the coastlines of Korea, Japan (Honshu, Shikoku, Kyushu), China (Kiangsu, Chekiang, Fukien, Kwangtung), and the Philippines (Luzon, Mindoro, Panay, Negros, Mindanao). Search sectors are defined by solid lines with distances like 650 Mi., 500 Mi., 700 Mi., and 600 Mi. A legend indicates POA (Proposed Observation Area), SWPA (South West Pacific Area), and 14th AAF (14th Air Force). A note states: 'Note: Sectors to be covered when and as required by operations.' The map also shows various islands and cities, including Fuchow, Shanghai, Nanking, Yokohama, and Manila.

125°10'

20'

30'

25°

25°

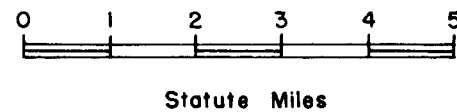
# ICEBERG

## PHASE III c

### Annex 3 to Appendix H

### SCHEME OF MANEUVER

## MIYAKO JIMA



Augmentation Force (if designated) to constitute the Expeditionary Force Reserve.

50'

50'

On A-Day seize these two islands and emplace artillery to support the main landings. Reconstitute this Div as Corps Reserve, if the situation permits.

Main Landings  
On order of  
Exp Force  
Comdr.

IKEMA JIMA

YERABU JIMA

SHIMOJI JIMA

Hirara

Matsubara

Kawamichi

Nobara

Nagama

Hika

JUNK BAY

Yonaha Sukama

Shimobara

Miyuguni

Oroka

KURUMA JIMA

24°40'

24°40'

125°10'

20'

30'

# ICEBERG

## PHASE III d

### Annex 4 to Appendix H

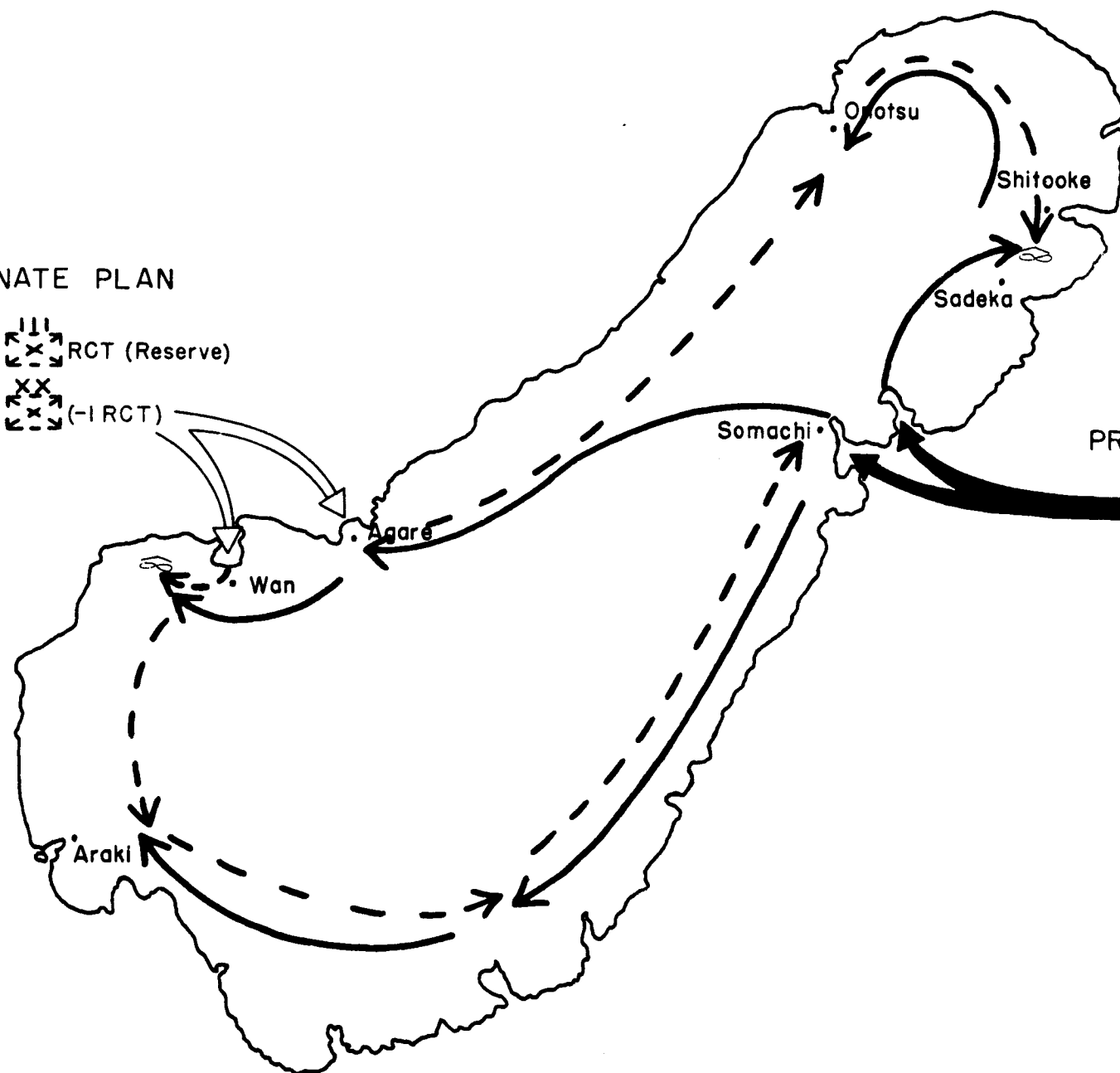
### SCHEME OF MANEUVER

KIKAI — SHIMA



ALTERNATE PLAN

III  
X X X RCT (Reserve)  
X X X (-I RCT)



PREFERRED PLAN

XX (-I RCT) F-Day

III  
X X X RCT  
(Reserve)

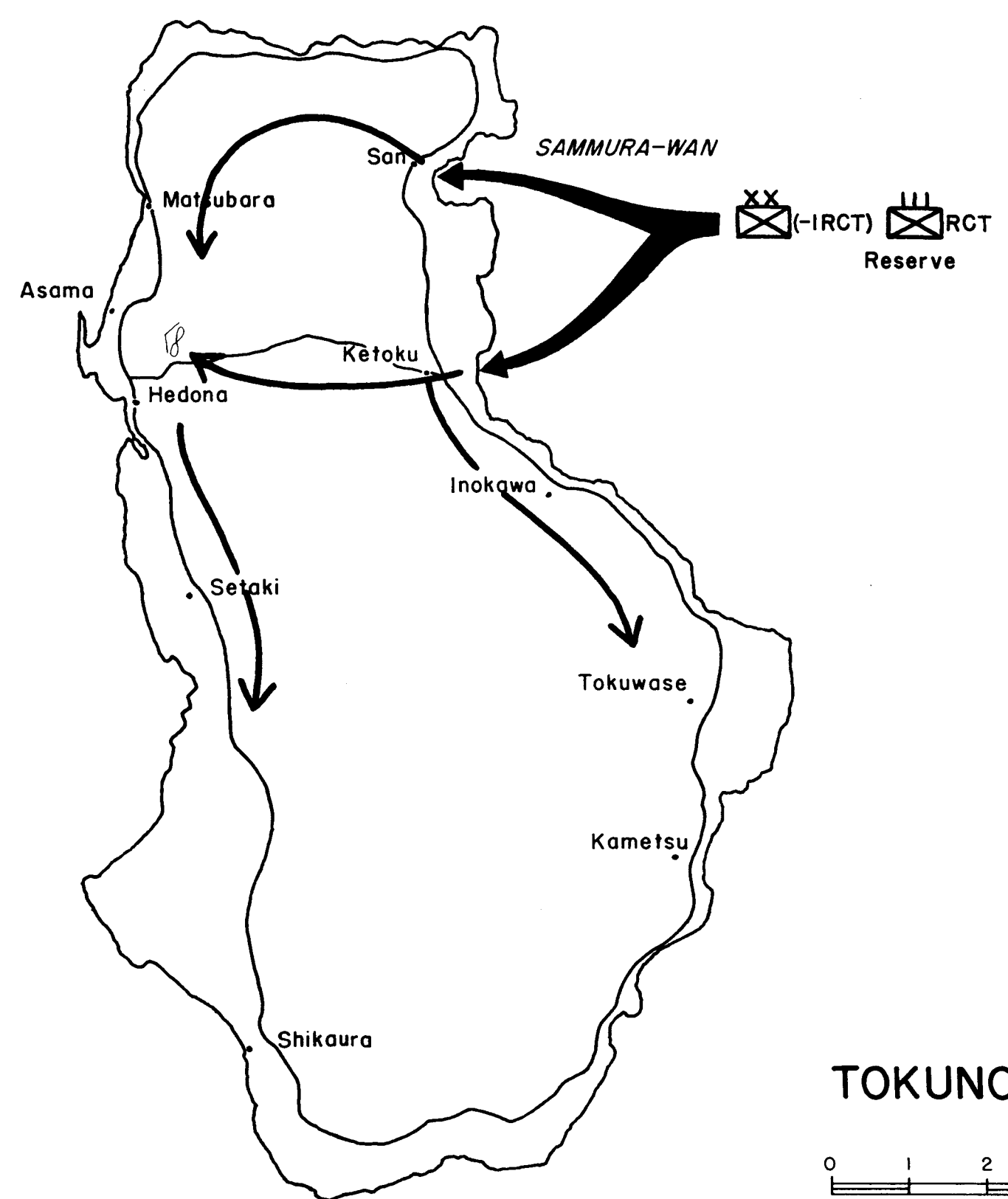
~~Top Secret~~  
CINCPAC WAR PLANS

# ICEBERG

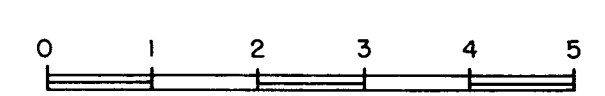
## PHASE III<sup>e</sup>

### Annex 5 to Appendix H

### SCHEME OF MANEUVER



TOKUNO - SHIMA



Statute Miles

**TOP SECRET**  
CINCPOA WAR PLANS

ICEBERGANNEX 6 TO APPENDIX HLOGISTIC MEASURES - PHASE IIIGENERAL

In addition to the logistic measures discussed in Appendix E to Phase I and Annex 1 to Appendix G, Phase II, the following factors applicable to Phase III are significant.

1. OPERATIONAL REQUIREMENTS

The concept of operation requires:

- a. Rapid construction of additional airdrome facilities on MIYAKO and KIKAI and maximum flexibility in the execution of this plan.

2. FACTS AFFECTING LOGISTICS.

- a. Distances of the objectives from points shown are as follows, in nautical miles:

	<u>MIYAKO</u>	<u>KIKAI</u>
OKINAWA (NAHA)	170	248
IWO JIMA	880	655
GUAM	1287	1215
SAIPAN	1300	1190
ULITHI	1200	1235
MANUS	1998	2075
LEYTE	845	1110
FORMOSA	209	515
KYUSHU	474	175
SHANGHAI	439	485

Supplement 1 to this Annex shows the relative position and size of the two objectives.

b. PHYSICAL SURVEY

- (1) MIYAKO (see Supplement 2 to Annex 6 of Appendix H) is a triangular island twenty miles on its longest, the northeast, coast and 65 square miles in area. Most of it is low and flat, but there are six roughly parallel ridges, 300 to 400 feet in elevation, with steep eastern and gentle western slopes. No sizeable industry other than agriculture is reported. Roads of 9



feet or greater width follow the western shore and link it with the southern and eastern parts of the island. There is no evidence of a railroad. Of numerous scattered settlements, HIRARA, on the west coast is the largest, having nearly half of the island's total 1940 population of 60,000.

- (2) KIKAI (see Supplement 3 to Annex 6 of Appendix H) is eight miles long, three miles in its greatest width, and has an area of 22 square miles. A number of plateaus slope gently to the north and east to an elevation of nearly 700 feet. Sand dunes occur in the western end. There is no industry of importance. A minor perimeter road circles the island and a main road connects the two principal towns, SOMACHI on the east and WAN on the west. The island has no railroad. Villages are scattered throughout the areas and the population in 1940 was 18,000.

c. WATER SUPPLY

- (1) MIYAKO has little or no surface water, but it is reported that deep wells will produce a large quantity of potable water. The enemy installations to supply this airfield development may be salvageable, but distilling units must be planned.
- (2) KIKAI's existing water installations are inadequate for our needs, practically all surface water being lost in permeable rock. In-land wells driven approximately to sea level and/or distillers will be required.

d. HARBORS

- (1) MIYAKO is surrounded by a coral reef. Northwest of the island this formation protects MIYAKO HAKUCHI, an anchorage sufficient for several capital ships plus attendant cruisers and destroyers sheltered from all but northwest winds. Numerous detached patches of coral, some invisible, are present, but dangers from currents are negligible. To the south of MIYAKO HAKUCHI, near the town of HIRARA, are two smaller, deep water anchorages more sheltered but with narrow entrances. The port of HIRARA is approached by waters too shallow, however, for any vessels other

~~TOP SECRET~~

than small craft. JUNK BAY, south of HIRARA, is too shallow for use as an anchorage but will accomodate small landing craft. A secondary anchorage is possible on the east coast, south of NAGANA. Although small and exposed to easterly winds from north thru southeast, protection is otherwise adequate and water depth is sufficient for any vessel. A small bay east of KURUMA JIMA has possibilities of ten 600 yard berths in 10 to 20 fathoms of water but is exposed to all southerly winds. This site is only one mile from an existing airfield.

- (2) KIKAI's best harbor, SOMACHI HAKUCHI, a double inlet at the town of SOMACHI, is small and open to winds between east and southeast. The harbor is not suitable for any craft longer than LSM due to navigable distance between bordering reefs. WAN MINATO, on the southwest coast, almost dries and is available only to very light craft. The waterfront at ONOTSU appears in photographs to be rough rock, but a small pier there may be salvageable. A number of minor indentations afford passage through the reef for small boats only.

e. BEACH CAPACITIES

- (1) MIYAKO is without cargo handling facilities except for a narrow, small boat pier located in a minor harbor protected by two breakwaters at HIRARA town. MIYAKO HAKUCHI provides a major anchorage in close proximity to the western beaches and to existing (plus) facilities which may be constructed at HIRARA. The beaches on the western shore are in general usable in any weather, but the beaches on the eastern and southern shore can be used simultaneously only under favorable weather conditions. Two four hundred foot pontoon wharves might be installed immediately south of HIRARA parallel to the coast with pontoon causeways to the shore. The existing pier at HIRARA could be reconditioned and widened using timber construction. Pontoon wharves for two AKs could be erected north of HIRARA town with connecting causeways to the beach. The exact location can be determined by an on-the-spot survey. No

dredging is contemplated in the proposed harbor and wharf development. Cargo capacities of beaches and proposed improvements are estimated as follows:

DATE	<u>CARGO CAPACITY (M/T DAY)</u>		
	BY DUKW	BY LANDING CRAFT	
	<u>COS</u>	<u>MIYAKO HAKU-CHI and West Coast Beaches</u>	<u>East or South Coast Beaches (One but not both)</u>
A (Existing Facilities)	2160	5100	1000
A / 30 (1st Pont. Pier 400')	2160	5600	1000
A / 40 (2nd Pont. Pier 400')	2160	6100	1000
A / 60 (Pont. Piers at HIRARA Harbor)	2160	6600	1000
A / 90 (2 AK Berths at Pont. Piers)	2160	8200	1000

- (2) KIKAI is without cargo handling facilities except for a 100 foot Wharf at the upper reach of western loch in SOMACHI HAKUCHI. The inlet at WAN is believed to be the only other landing area of any importance but is so shallow as to accomodate only small landing craft at high water. Several other inlets are of minor importance only. Exposed anchorage may be had off SOMACHI for several vessels but all weather from easterly directions, north thru south, may make discharge difficult to impossible. Limited anchorage on narrow off shore shelves may be had at various points around the island. It is suggested that two 400 foot pontoon wharves with causeways to shore be placed in west loch at SOMACHI HAKUCHI and one 600 foot pontoon wharf at URAHARA. Craft larger than LSMs cannot enter the harbor. Unloading at the pontoon wharves would be subject to delays caused by unfavorable weather, and the entire pontoon structure might be carried away, during bad weather from southeast. It is estimated that the discharge rate for combat assault forces will be 3700 M/T per day. The cargo capacities of beaches and proposed improvements are estimated as follows:

DATE	<u>CARGO CAPACITY (M/T DAY)</u>		
	<u>SOMACHI HAKUCHI</u>		<u>Beaches Elsewhere on the Island</u>
	<u>Beaches</u>	<u>Improved Facilities</u>	
F to F / 35	500		500
F / 36 to F / 55	500	900	500
F / 56 to F / 65	500	1500	500
F / 66 to Indefinite Period	500	2400	500

3. CONTEMPLATED DEVELOPMENT

a. Airfield Development

(1) MIYAKO

- (a) MIYAKO appears to be one of the better islands of the RYUKYU group with respect to possibilities of airfield construction. Three enemy airfields are now in existence as follows:

- |                   |                               |           |
|-------------------|-------------------------------|-----------|
| (1) <u>HIRARA</u> | NE/SW Strip (Prevailing wind) | 5100 feet |
|                   | E/W Strip                     | 4450 feet |
|                   | N/S Strip                     | 4600 feet |

The E/W strip can be extended to approximately 6800 feet. The other strips cannot be extended because of ravines and bluffs. A strip paralleling the existing NE/SW strip with 1000 feet between center lines can be constructed to an estimated length of 5000 feet.

- |                   |           |           |
|-------------------|-----------|-----------|
| (2) <u>NOBARU</u> | N/S Strip | 4400 feet |
|                   | E/W Strip | 5150 feet |

The orientation of these strips has evidently been determined by a hill called NOBARU-DAKE which has an elevation of 378 feet. The E/W strip cannot be extended.

- |                   |                                |           |
|-------------------|--------------------------------|-----------|
| (3) <u>SUGAMA</u> | On the south shore of JUNK BAY |           |
|                   | NE/SW Strip                    | 4000 feet |

This strip can be extended to 7500 feet minimum for VLR operation. The site will also permit construction of a second VLR strip with a minimum distance of 1000 feet between its center line and the center line of the existing strip.

- (b) An undeveloped site which is feasible of development to provide two VLR strips is located in the area north and slightly to the east of MIYUGUNI.
- (c) The material contained in the preceeding sub-paragraphs has been written in advance of preparation of terrain maps from aerial coverage by the multiplex process. Further study when these maps become available may vary some of the figures cited and may reveal additional or alternate sites for airfields.

~~TOP SECRET~~

(2) KIKAI

(a) KIKAI has two existing airfields as follows:

WAN - This field is under construction but it is believed to be operational for enemy planes. It has no distinct runways but offers an irregular landing area oriented ENE-WSW with approximate dimensions of 1700' x 4400'. It is believed that this field can be extended to 5500'.

SHITOOKE - This field has a single NE/SW runway 2600 feet in length. Approximately one-third of the field is coral surfaced, the remainder appears to be turf. The absence of taxiway, revetment or building development indicates that this field may be a dummy. It is not considered feasible to extend this strip.

(b) Undeveloped sites for VF fields are offered by the narrow plain which borders this island. Three such sites which believed to be suitable for construction of single strip (minimum length - 5500') fighter fields are indicated on Supplement 3, Annex 6, to this Appendix.

(c) The material contained in the preceeding sub-paragraphs has been written in advance of preparation of terrain maps from aerial coverage by the multiplex process. Further study when these maps may become available may vary the material and figures cited and may reveal additional or alternate airfield sites.

b. NAVAL FACILITIES

(1) MIYAKO has an anchorage worthy of development, and installation of Naval Base facilities similar to a CUB, supplemented by a boat pool to operate the landing craft required to handle the garrison cargo is contemplated.

(2) KIKAI will be the site of a GROPAC, to serve the small harbor at SOMACHI. The GROPAC will be supplemented by a boat pool to operate the landing craft required to handle the garrison cargo.

(3) The suggested components for the CUB at MIYAKO and the GROPAC at KIKAI are listed in Supplements 1 and 2 to Annex 7 of Appendix H.

c. HARBOR DEVELOPMENT AND WATERFRONT FACILITIES

(1) MIYAKO - Development of MIYAKO HAKUCHI into an anchorage affording the equivalent of 32 berths of 600 yards each is contemplated. Off-shore installations, shown in Supplement 2 to Annex 6 of Appendix H, will include:

- (a) Torpedo nets and underwater detection devices, including sonobuoys and eventually hydrophones.
- (b) A Harbor Entrance Control Post located on YERABU JIMA or IKEMA JIMA.
- (c) A surface search radar at the above post.
- (d) Picket boats sufficient to maintain constant patrol in the narrow passages and shallow water south of the anchorage. Larger craft (83 ft. type) to patrol the northern anchorage approaches.
- (e) Mooring buoys in the small anchorage area between HIRARA and SHIMO ZAKI.
- (f) Channel buoys and channel entrance range.

Studies indicate that pontoon wharves to handle 2050 MT/day of lighter unloading can be installed on the HIRARA waterfront. Two miles north of the city there appears to be a site where two pontoon wharves for AK unloading could be installed, increasing the total by 1250 MT/day, or 3300 MT/day altogether. Certain beaches will also be available to supplement this tonnage by the use of landing craft. According to observations made over some years, installations in this harbor are affected by waves of moderate height (3' to 8') from the northwest, but only occurring three days in the year (during the month of August). There are no swells reported in that direction. The best available hydrographic chart (from a Japanese survey in 1926) indicates that the inner portion of the harbor was, at that time, rather obstructed by small scattered coral formations. Its capacity as a shelter-ships' mooring area can probably be increased by dredging.

(2) KIKAI - The harbor of SOMACHI HAKUCHI is divided into three areas:

Inner harbor, east and west lochs, and the outer harbor. The inner harbor is small and only west loch is available for use due to shallow and foul water in east loch. The inner harbor is only suitable for LSM or smaller craft due to restricted area of navigable water. Two 400-foot pontoon wharves are contemplated for installation in west loch along the peninsula which divides the inner harbor. Use of the large roadstead anchorage outside the harbor will be necessary and will require the installation of torpedo nets arranged in baffles. Gates for emergency exit must be incorporated in the net baffles. The proximity of the 100 fathom curve makes coverage by fixed underwater detection devices impracticable, except to a limited extent; constant patrol by anti-submarine craft will be necessary. Harbor service facilities ashore will be provided by a GROFAC at SOMACHI.

d. CONTEMPLATED DEVELOPMENT - PHASE III

PROJECT	TOTAL BATT MOS OPER'L COMPLETION	TOTAL BATT MOS FINAL COMPLETION	CONST. TRPS REQUIRED	CONST. DAYS TO PLACE IN OPER. STATUS	OVERALL CONST. DAYS FOR FINAL OPER. STATUS	CONST. EQUIP. M/T	CONST. MATT. M/T
---------	--	---------------------------------------	-------------------------	--	---	-------------------------	------------------------

MIYAKO

<u>Airfield #1 (Existing) (Activated 15 days after seizure)</u>							
1 VLF Group	1.4	3.8	1 Engr Avn Bn until 1 L / 15 (807)***	50 **	134	(7700)***	7090*
1 VMTB Sqdn							
1 Strip to be extended to 5000' x 150' cross strips to be rehabilitated			plus				

<u>Airfield #2 (Existing) (Activated 7 days after seizure)</u>							
1 VLF Group	1.5	3.8	1 NCB - 1115	56 **	142	9500	7090*
1 VME (N) Sqd			plus				
1 Strip 5000' x 150' cross strip to be rehabilitated			2 CBMU's - 554			2800	

<u>Airfield #3 (New)</u>							
4 VLR Groups - 180			Eng Avn Bns				
2 New Strips:							
1 Strip 7500' x 200'	5.6	13.3	2-1614	94	209)	30800	17300*
1 Strip 7500' x 200'	7.3	11.6	2-1614	114	179)		

<u>Airfield #4 (Existing)</u>							
4 VLR Groups - 180			Eng Avn Bns				
2 Strips 7500' x 200'			3-2421.	64	189)	30800	17300*
1 New Strip	6.1	18.6	1-807	104	179)		
1 Strip Rebuilt and Extended	3.5	5.6					

<u>CUB</u>							
ARMY dumps, roads and general construction			3 NCB (P1)	As landed	180	21000	48400
			3345				
			6 Engr Const Bn 5400	As landed	180	43200	20000

Spec. Const. Equip.  
Asphalt, Plant, Crushers, Pavers, Distributors

TOTALS	16870	138100	117180	3000
--------	-------	--------	--------	------

\* Includes tonnage for replacement huts for hospital wards and flight personnel.  
 \*\* One strip / 20% taxidways and handstands and minimum facilities.  
 \*\*\* Not added to total since same men and equipment are used later at Field #3.



PROJECT	TOTAL BATT		CONST. TRPS REQUIRED	OVERALL		CONST. EQUIP. M/T	CONST. MATE. M/T
	MOS OPER'L COMPLETION	MOS FINAL COMPLETION		CONST. DAYS TO PLACE IN OPER. STATUS	CONST. DAYS FOR FINAL COMPLETION		

KIKAI

Airfield "A" (Existing) (Strip to be rehabilitated within 20 days after seizure)  
 1 VF Group - 111 Planes 1.8 3.9 1 Engr Avn Bn 807 55 116 7700 5800\*  
 1 VMFB Sqdn  
 Existing unpaved field 4400'  
 Extend to provide strip 5500' x 150'

Airfield "B" (New)  
 1 VF Group - 111 Planes 2.3 4.5 1 Engr Avn Bn 807 69 134 7700 5800\*  
 1 VF (N) Sqdn - 12 Planes  
 Strip 5500' x 150'

Airfield "C" (New)  
 1 VF Group - 111 Planes 2.3 4.5 To be const. when directed by Cincpac 75\*\* 100 5600\*  
 Strip 5500' x 150'

Airfield "D" (New)  
 1 VF Group - 111 Planes 2.3 4.5 1 Engr Avn Bn 807 72\*\* 136 7700 5300\*  
 1 VF (N) Sqdn  
 Strip 5500' x 150'

Airfield "E" (Existing)  
 Because of its short length and impossibility of extension no improvement of this field is contemplated.

GROPAC  
 1/2 MCB (P1) As landed 180 3500 10964  
 558

ARMY - Dumps, Roads, and General Construction  
 2 Engr Const Bns As landed 180 14400 10000  
 1800

Spec. Const. Equip. Distributors (Asphalt)

TOTALS 4779 41000 43364  
 100

\* Includes tonnage for replacement huts for hospital wards and flight personnel.  
 \*\* One strip / 20% taxiways and hardstands and minimum facilities.

4.

TROOP AND TONNAGE REQUIREMENTS

- a. In setting up the troop list and tonnage requirements, the following assumptions are made:

(1) ESTIMATED TONNAGE LIFT PER MAN

		Orig. Equip. Initial Maint. & Const. Material	
	<u>Total Lift</u>	<u>Initial Lift</u>	<u>Later Echelon</u>
Tactical Troops - withdrawn	3 MT	3 MT	0
Tactical Troops - Remaining as part of Garrison	5 MT	3 MT	2 MT
Garrison Troops - loaded with Assault Forces	10 MT	3 MT	7 MT
Other Garrison Troops	10 MT	5 (Minimum)	5 MT

(2) LOADING CAPACITIES WITHOUT STOWAGE

AP's - 1500 Personnel and 2000 MT

AK's - 6000 MT for vessels scheduled to arrive during combat period (assumed 1st month), and 9000 MT for remainder.

TO: [REDACTED]

MIYAKO

"A" ESTIMATED PERSONNEL LIST	1st Month	2nd Month	3rd Month	4th Month	5th Month	6th Month	7th Month	8th Month	TOTAL
Tactical Troops	88000								88000
Garrison Troops	12000	36000	36000						84000
Replacements (not in population)		3000	3000						6000
TOTAL TROOPS	100000	39000	39000						178000
In Assault Shipping	88000								88000
In Garrison Shipping	12000	39000	39000						90000
AP's Required	8	26	26						60
"B" POPULATION ESTIMATE									
Balance Forward		100000	76000	110000	110000	110000	110000	110000	
Total Troops from "A" (less repl.)	100000	36000	36000						172000
SUB-TOTAL	100000	136000	112000	110000	110000	110000	110000	110000	
Withdrawals		60000	2000						
Estimated Population	100000	76000	110000	110000	110000	110000	110000	110000	62000
"C" ESTIMATED DISCHARGE CAPABILITIES IN M/T									
* 217800	272800	292800	340800	340800	340800	340800	340800	340800	
"D" ESTIMATE OF TOTAL M/T OF ORIGINAL EQUIPMENT & INITIAL MAINTENANCE									
Tactical Troops	3 M/T per man	61000 x 3	-	183000					
Garrison Troops	5 M/T per man	27000 x 5	-	135000					
	10 M/T per man	84000 x 10	-	840000					
									1158000

\* Further reconnaissance may indicate that beach capacities may be increased.

~~TOP SECRET~~

MIYAKO

ESTIMATE OF TONNAGE LIFT (M/T)	1st Month	2nd Month	3rd Month	4th Month	5th Month	6th Month	7th Month	8th Month	TOTAL
Maintenance @ .8 M/T per man	80000	61000	88000	88000	88000	88000	88000	88000	
Build up Supply Level		44000	44000	44000	44000				
Military Government		1500	1500	1500	1500	1500			
Tactical Troops in Assault Shipping	264000								
M/T for Garrison Unit	60000	166300	159300	207300	207300	93800			(1158000
TOTAL	404000	272800	292800	340800	340800	163300	88000	88000	
Lifted in Assault Shipping	264000								
Lifted in Garrison AP's	16000	52000	52000			163800	88000	88000	
Lifted in AK's	124000*	220800	240800	340800	340800				
AK's required	10	25	27	38	38	20	10	10	
AK's involved (120 day turn around)	10	35	62	100	128	133	126	78	

\* Partially combat loaded (6000 M/T per AK)

~~TOP SECRET~~

KIK/L

"A" ESTIMATED PERSONNEL LIFT

Tactical Troops  
Garrison Troops  
Replacements (not in population)

	<u>1st Month</u>	<u>2nd Month</u>	<u>3rd Month</u>	<u>4th Month</u>	<u>5th Month</u>	<u>6th Month</u>	<u>7th Month</u>	<u>TOTAL</u>
	26000							26000
	1500	7500	4500	4500	2000			20000
					1000			1000

TOTAL TROOPS

27500	7500	4500	4500	4500	3000			47000
-------	------	------	------	------	------	--	--	-------

In Assault Shipping  
In Garrison Shipping  
AP's Required

26000								26000
1500	7500	4500	4500	4500	3000			21000
1	5	3	3	3	2			14

"B" POPULATION ESTIMATE

Balance Forward  
Total Troops from "A" (less repl.)

27500	27500	27500	27500	24500	29000			46000
	7500	4500	4500	4500	2000			

SUB-TOTAL

27500	35000	32000	29000	31000				
-------	-------	-------	-------	-------	--	--	--	--

Withdrawals  
Estimated Population

27500	7500	7500		29000	31000	31000	31000	15000
	27500	24500						

"C" ESTIMATED DISCHARGE CAPABILITIES  
IN M/T

"D" ESTIMATE OF TOTAL M/T OF ORIGINAL  
EQUIPMENT AND INITIAL MAINTENANCE

Tactical Troops  
Garrison Troops

@ 3 M/T per man	3 x 15000 =	45000
@ 5 M/T per man	5 x 11000 =	55000
@ 10 M/T per man	10 x 20000 =	200000

300000

KIKAI

ESTIMATE OF TONNAGE LIFT (M/T)

	1st Month	2nd Month	3rd Month	4th Month	5th Month	6th Month	7th Month	TOTAL
Maintenance @ .8 M/T per man	22000	19600	23200	24800	24800	24800	24800	
Build up Supply Level		12400	12400	12400	12400			
Military Government		450	450	450	450			
Tactical Troops in Assault Shipping	78000							
M/T for Garrison lift	7500	23050	48950	64350	64350	13800		300000
TOTAL	107500	55500	85000	102000	102000	38600	24800	
Lifted in Assault Shipping	78000							
Lifted in Garrison AP's	2000	10000	6000	6000	4000			
Lifted in AK's	27500*	45500	79000	96000	98000	38600	24800	
AK's Required	4	6	9	11	11	5	3	
AK's involved (120 day turn around)	4	10	19	30	37	36	30	

\* Partially combat loaded (6875 M/T per AK)

5. MILITARY GOVERNMENT SURVEY

a. GENERAL

Civilian requirements will be provided in the manner set forth in the Logistic Measures for Phase I, utilizing additional Military Government Teams as shown in Troop List, Phase III.

b. WATER FOR CIVILIANS

- (1) ~~late model~~ distilling units will be made available to provide potable water for the civilian population in objectives. Sufficient water distilling plants will be provided to furnish one quart of potable water per man per day to 55,000 civilian residents, Phase III.
- (2) In addition to distillation apparatus above, purification apparatus will be provided to furnish about  $\frac{1}{2}$  gallon/person/day to 55,000 civilian residents, Phase III.

c. FOOD AND HOUSING FOR CIVILIANS.

The policies governing supply of food and provision of shelter and housing for civilians will follow those established for Phase I.

d. CLOTHING FOR CIVILIANS

As indicated for Phase I, stocks of Red Cross clothing now available on WEST COAST may be used to provide clothing for civilians in accordance with directives to be issued later.

6. MEDICAL FACILITIES AND EVACUATION POLICY

a. ESTIMATE OF CASUALTIES

<u>Type of Casualty</u>	<u>MIYAKO</u>	<u>KIKAI</u>
Dead and Missing	2400	1000
Local Hospitalization	2400	500
Requiring Evacuation	<u>7200</u>	<u>3500</u>
Totals	12000	5000

b. EVACUATION

- (1) Evacuation by surface to OKINAWA and the MARIANAS is contemplated, supplemented in the early phases by air evacuation from OKINAWA to the MARIANAS, which will be extended to the targets as soon as suitable fields are available.

Medical facilities in OKINAWA will be used primarily for staging of casualties en route to the MARIANAS. Bed credits required are as follows:

	<u>OKINAWA</u>	<u>MARIANAS</u>
MIYAKO	500	6500
KIKAI	<u>1000</u>	<u>2500</u>
Total	1500	9000

(2) Surface Ships required:

<u>Objective</u>	<u>No. and Type Ship</u>	<u>Total Capacity</u>
MIYAKO	4 AH*	4000
	3 APH	2100
	8 APA	1100
KIKAI	2 AH	1000
	3 APH	2100
	3 APA or 7 LST	400

\* 2 Trips.

c. HOSPITALIZATION

During the assault, hospitalization will be provided by medical units of the assault forces. Hospitalization for garrison forces will be provided as directed in the Base Development Plans. Beds required at MIYAKO will be provided on the basis of 5% of garrison forces and 1% of forces afloat which are based at MIYAKO. This is estimated to be 5,000 beds. At KIKAI, <sup>certain</sup> medical units of the assault forces, <sup>as indicated in Annex 7</sup> will be retained for the support of the garrison. Sufficient additional beds will be provided to bring the total to 4% of garrison and 1% of forces afloat which are based at KIKAI. This is estimated to be 2,425 beds, including those of the assault forces. During the initial part of the garrison phase estimated at 90 days, the evacuation policy will be 30 days at MIYAKO, and 15 days at KIKAI.

d. CARE OF CIVILIANS

<u>Objective</u>	<u>Estimated Casualties</u>	<u>Medical Service By</u>
MIYAKO	6000	Mil.Govt.Unit-600 beds
KIKAI	1800	Mil.Govt.Units-150 beds.

7. LOGISTIC SUPPORT FOR THE FLEET

In addition to the harbors to be utilized in Phase I and II, OKINAWA (NAKAGUSUKU WAN) will be available during Phase III for the services



of fleet oilers, ammunition ships, supply ships and barges, and limited ship repair facilities. Ship repair facilities and emergency logistic replenishment will be available at MANUS and to a lesser extent at LEYTE, subject to arrangement by Cincpoa with CinCSWPA. Fleet fuel consumption is estimated as follows:

L / 30 to L / 60	4,200,000 bbls.
L / 60 to L / 90	5,500,000 bbls.
L / 90 to L / 120	5,600,000 bbls.

In the event the British Pacific Fleet takes part in this operation fuel requirements will be increased by approximately 800,000 barrels for each of the above periods. All other aspects of logistic support for the Fleet for Phase I and II apply equally to Phase III.

8. LOGISTIC SUPPORT OF LAND BASED FORCES

a. RESPONSIBILITY FOR SUPPLY

Forces in Phase III, mounted from areas other than OKINAWA, will be furnished initial supplies by Commanders responsible for furnishing such supplies to forces of Phase I. Forces mounting from OKINAWA will be furnished initial supplies by ComGen10th Army within total quantities of supplies made available by Cincpoa.

Commanders responsible for providing supplies subsequent to initial mounting for Phase I will be similarly responsible for re-supply of Phase III forces.

b. SUPPLIES TO ACCOMPANY TROOPS

For the forces in Phase III mounting from points other than OKINAWA the same levels of initial supplies as prescribed for Phase I (page 46, paragraph 7 b, Appendix E) will be required. Supplies to accompany forces mounting from OKINAWA will be determined and provided by ComGen10th Army from total quantities of supplies made available to him by Cincpoa for all phases of the ICEBERG operation.

c. SUPPLY LEVELS TO BE ESTABLISHED AND MAINTAINED AT THE OBJECTIVE

Supply levels for Phase III will be as prescribed for Phase I except that only a 5 U/F level will be maintained at MIYAKO and KIKAI. ComGen10th Army is authorized to distribute stocks among various islands to maintain the prescribed total and stock level.

d. RESERVE SUPPLIES

The reserve levels and supplies (except Class III) established for Phase I will continue through Phase III.

Class III Reserves

- (1) All products (less AvGas), drummed:

One ship will be loaded on WEST COAST for selective discharge with 30 days of Class III (AvGas) supplies in drums as follows:

MoGas	16,500 Drums	Greases in pounds	
White Gas	5,000 Drums	2-107	17,500
Diesel	8,000 Drums	2-108	6,250
Kerosene	500 Drums	2-109	2,000
AvLube	300 Drums	2-110	1,250
SAE 10 Lube oil	50 Drums	Gear Lube	
SAE 30 Lube oil	850 Drums	SAE 90	47,650
SAE 50 Lube oil	150 Drums		

(Approximately 30 days supply for 50,000 troops, 10 days approximately for all garrison at both targets).

This ship to arrive at OKINAWA by L / 70 and to be held in reserve for Phase III on call of ComGenl0thArmy. If these supplies are not used sooner, they will be discharged at OKINAWA by L / <sup>95</sup>~~100~~ and constitute drummed reserves.

- (2) AvGas and related AvLube, drummed:

*The* ~~two~~ shiploads (60,000 Drums AvGas, 2000 AvLube) ~~are~~ provided for in Annex D to Cincpac-Cincpoa Operation Plan 14-44 (para. 5 (d) 1, page 11), if not used in Phases I and II, or portions there-

of not used, will be available to ComGenl0thArmy on call, *and shall be discharged as early as practicable when directed by him.*

- (3) All products, bulk:

ComServPac will provide 4 IX tankers fully loaded, and to be located as follows at the time indicated:

<u>Number of IX's</u>	<u>Product</u>	<u>Location</u>	<u>Period</u>	<u>Capacity</u>
1	Navy Spec. Fuel Oil	MIYAKO	A / 30	70,000 barrels
1	Navy Diesel	MIYAKO	A / 30	70,000 barrels
1	Navy Spec. Fuel Oil	KIKAI	F / 30	70,000 barrels
1	Navy Diesel	KIKAI	F / 30	70,000 barrels

The IX tankers are to be used as station fueling ships for fleet issue and will be deck loaded with marine lubricating oils. ComServPac is responsible for the re-supply of bulk fuels to these tankers.

e. METHOD OF SUPPLY

(1) MIYAKO

Essential maintenance supplies for 30 days of all classes (except Class III which will be 15 days; and Class V) for all elements of the landing and garrison forces scheduled to be at the objective by A + 35 will be loaded ~~on the WEST COAST~~ <sup>in United States</sup> and sailed at such time or times so as to arrive at ENIWETOK at A - ~~15~~ <sup>5</sup>. This shipment will sail from the ~~WEST COAST~~ <sup>United States</sup> with one of the regular OKINAWA maintenance shipments, but will be loaded in separate ships. It will be held at ENIWETOK for forward movement to ULITHI on call of SCOFA and will constitute the first re-supply shipment for MIYAKO.

The second and succeeding re-supply shipments will be scheduled to arrive at ENIWETOK at 10-day intervals commencing A + 5 and accompanying regular OKINAWA maintenance shipments. These shipments will be held at ENIWETOK for forward movement to ULITHI on call of SCOFA. Supplies for the second and third re-supply shipments, loaded in separate ships, will contain 15 days' supply of all classes (except Class III Av-Gas and Class V) for all elements of the landing and garrison forces to be supported. Supplies for the fourth and succeeding re-supply shipments, loaded in separate ships, will contain 15 days' supply of all classes (except drummed AvGas, MoGas and Diesel; and Class V) for all elements of the landing and garrison forces to be supported. These shipments will continue until the proscribed area levels are reached; thereafter only sufficient supplies will be included to maintain area levels. All re-supply shipments will be called forward from ULITHI by CTF 51 or by ComGen10thArmy when CTF 51 and his representatives have left the

objective. AvGas requirements are estimated as follows for the four airfields to be developed:

A / 5 - A / 30 1,241,300 gals plus related AvLubes

A / 31 - A / 60 1,963,000 gals plus related AvLubes

A / 61 - A / 90 4,663,000 gals plus related AvLubes

Of these quantities the first 25 days supply will be required in drums - 23,421 drums of AvGas and 702 drums of AvLube. This drummed supply will be mounted with and will accompany the first Air Corps units to operate from the objective. Re-supply shipments of AvGas will be made in bulk as prescribed for Phase I. Re-Supply of Class III products other than AvGas will consist of three (3) fifteen (15) day shipments in drums. Subsequent maintenance shipments will consist of approximately 15 days maintenance supplies (less AvGas, MoGas and Diesel), until the prescribed levels are reached. Thereafter, only sufficient supplies will be included to maintain those levels. Re-Supply of MoGas and Diesel after the third 15-day shipment will be in bulk; it is contemplated bulk storage for these products will be operative by A / 15. Four ship loads of Class V assault re-supply ground ammunition will arrive at ULITHI during A to A / 20.

(2) KIKAI

Essential maintenance supplies for 30 days of all classes

(except Class III which will be 15 days and Class V) for all

elements of the landing and garrison forces scheduled to be

at the objective by F / 35 will be loaded ~~on~~ <sup>in</sup> the ~~WEST COAST~~ <sup>United States</sup>

and sailed at such time or times so as to arrive at ENIWETOK

at F - ~~15~~ <sup>5</sup> This shipment will sail from the ~~WEST COAST~~ <sup>United States</sup> with

one of the regular OKINAWA maintenance shipments, but will be

loaded in separate ships. It will be held at ENIWETOK for

forward movement to ULITHI on call of SCOFA, and will con-

stitute the first re-supply shipment for Phase III d. The

second and succeeding re-supply shipments will be scheduled to

arrive at ENIWETOK at 10-day intervals commencing F + 5

and accompanying regular OKINAWA maintenance shipments.

These shipments will be held at ENIWETOK for forward movement to ULITHI on call of SCOPA. Supplies for the second and third re-supply shipments, loaded in separate ships, will contain 15 days' supply of all classes (except Class III AvGas and Class V) for all elements of the landing and garrison forces to be supported. Supplies for the fourth and succeeding re-supply shipments, loaded in separate ships, will contain 15 days' supply of all classes (except drummed AvGas, MoGas and Diesel; and Class V) for all elements of the landing and garrison forces to be supported. These shipments will continue until the prescribed area levels are reached; thereafter, only sufficient supplies will be included to maintain area levels. All re-supply shipments will be called forward from ULITHI by CTF 51 or by ComGen10thArmy when CTF 51 and his representatives have left the objective.

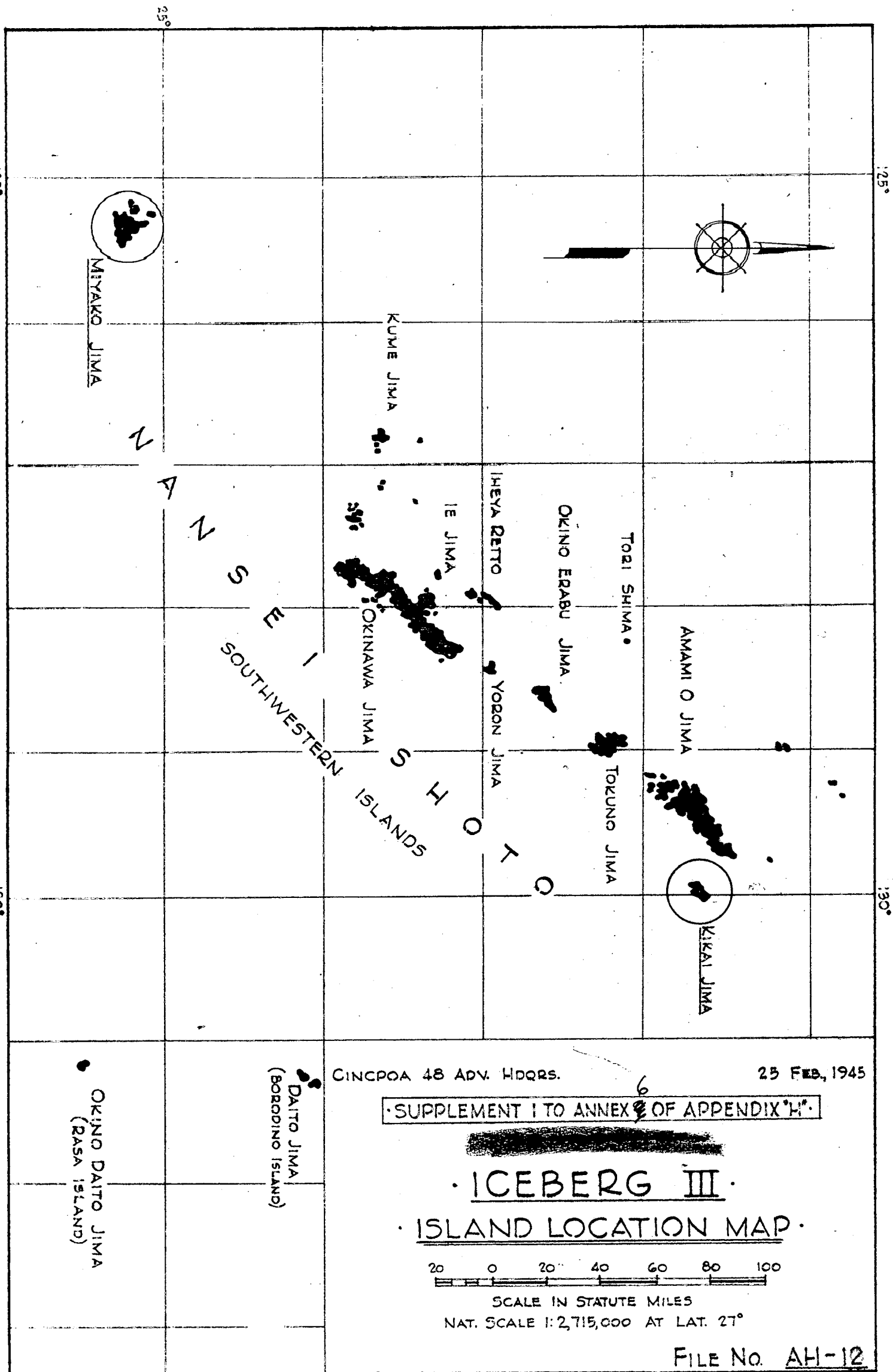
Assuming the four airfields are activated on KIKAI as scheduled AvGas requirements are estimated as follows:

F / 35 - F / 60	1,776,800 gals in bulk
F / 61 - F / 90	3,850,000 gals in bulk

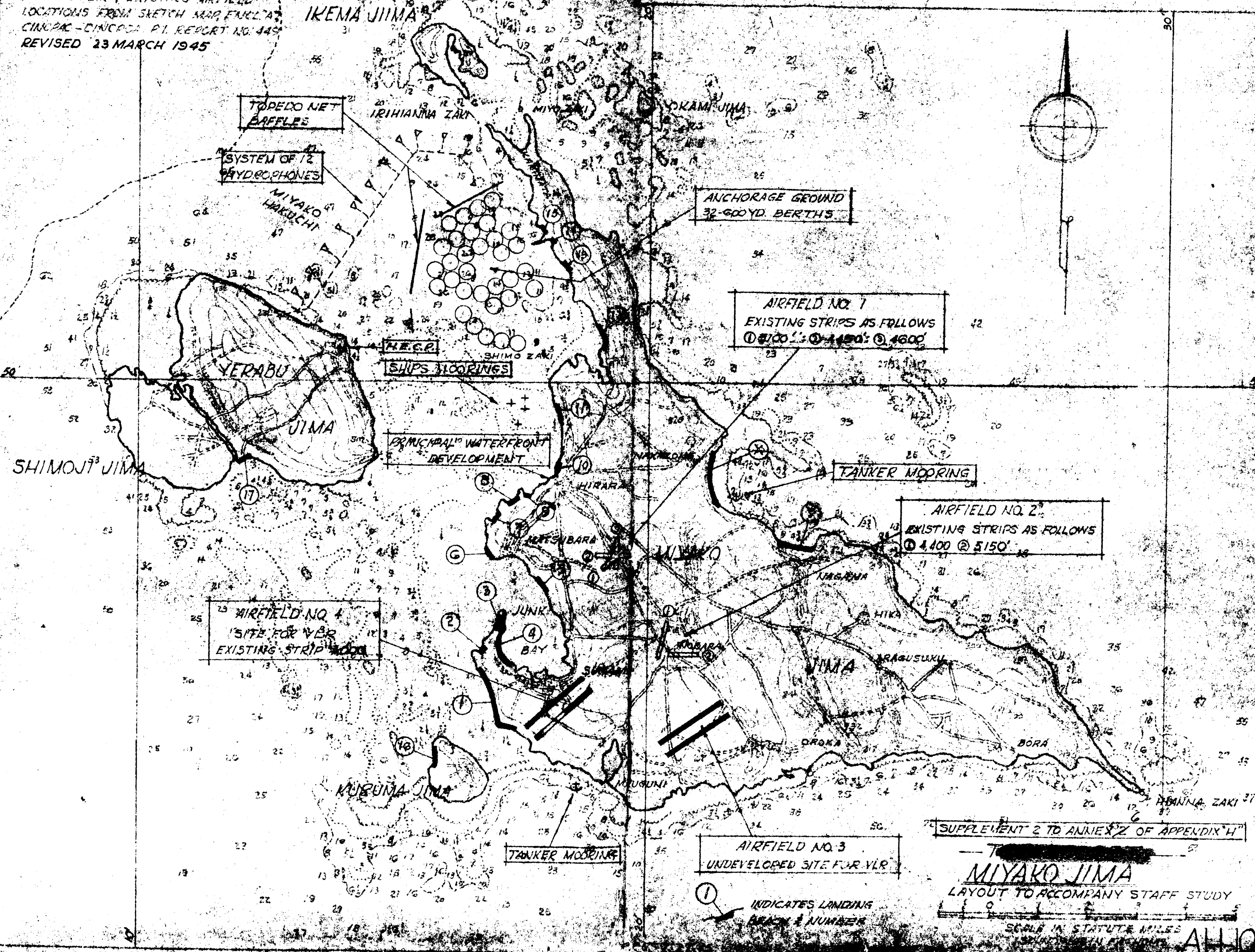
These quantities and related AvLubes will be delivered by Com-ServPac to the OKINAWA area prior to the respective periods shown to be discharged as directed by ComGen10thArmy. It is anticipated a minimum of 20,000 barrels AvGas storage will be available on this island by F / 35. Re-supply shipments of AvGas will be made in bulk as prescribed for Phase I. Re-supply of Class III products other than AvGas will consist of three (3) fifteen (15) day shipments in drums. Subsequent maintenance shipments will consist of approximately 15 days maintenance supplies (less AvGas, MoGas and Diesel), until the prescribed levels are reached. Thereafter, only sufficient supplies will be included to maintain those levels. Re-supply of MoGas and Diesel after the third 15-day shipment will be in bulk; it is contemplated bulk storage for these products will be operative by F / 15.

(3) The following shipping designators have been assigned:

<u>Location</u>	<u>Shipping Designator</u>
MIYAKO	FINK
KIKAI	YONK

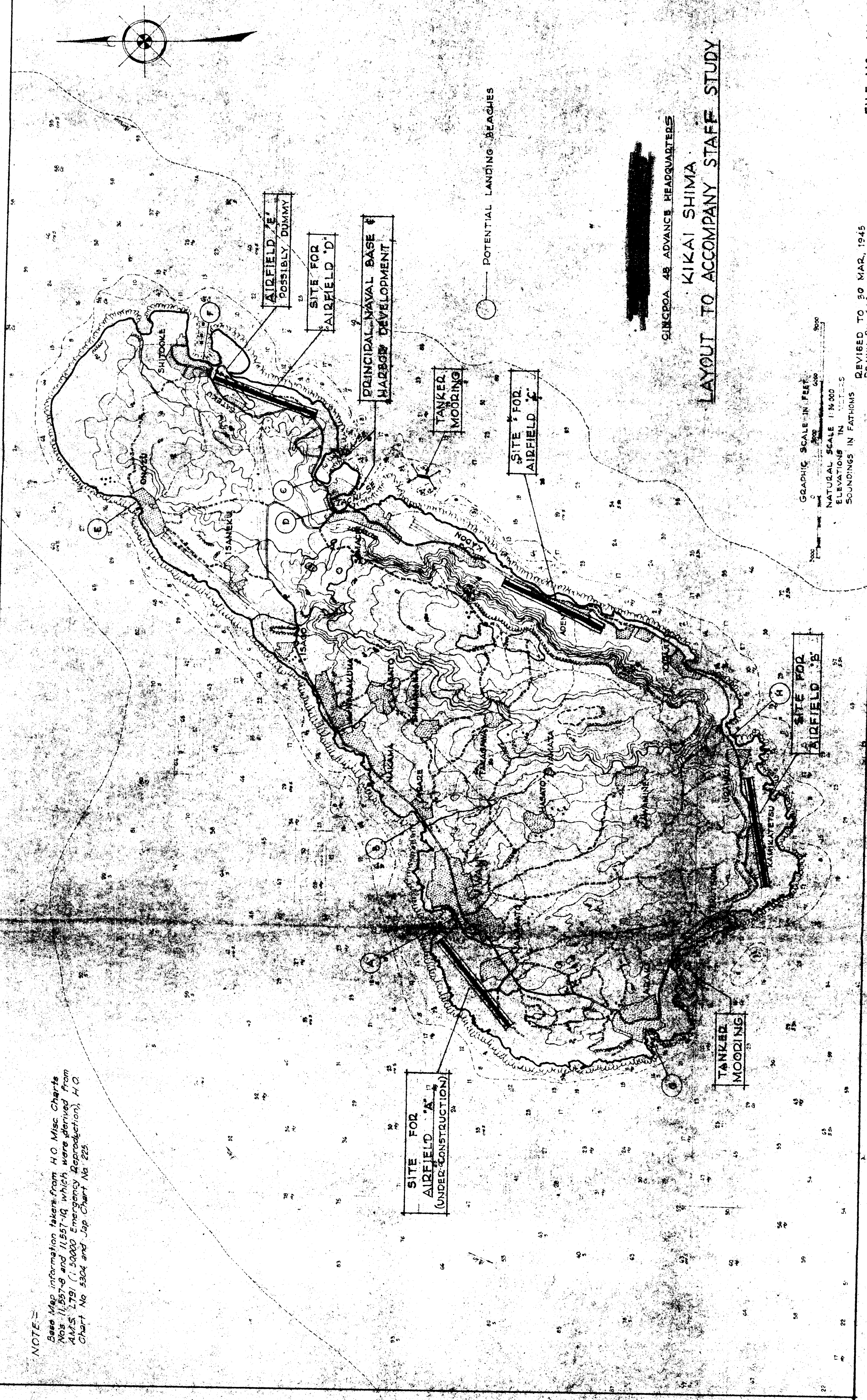


Note:  
 ISLAND OUTLINE AND HYDROGRAPHY  
 TRACED FROM U.S. N.O. CHART NO. 5300  
 ROAD SYSTEM & EXISTING AIRFIELD  
 LOCATIONS FROM SKETCH MAP, ENCL. A,  
 CINCPAC-CINCSEA P.I. REPORT NO. 445  
 REVISED 23 MARCH 1945





NOTE: Base Map information taken from H.O. Misc. Charts Nos. 11,557-8 and 11,557-14 which were derived from A.M.S. 1791 (1:50,000 Emergency Reproduction), H.O. Chart No. 5304 and Jap. Chart No. 225.



REVISED TO 30 MAR, 1945  
DRAWN BY: E.P. 24 MAR, 1945



ICEBERG - PHASE III (c) TROOP LIST

ANNEX 7 TO APPENDIX H

Revised 19 April 1945.

SUMMARY											
UNITS	A S S A U L T				G A R R I S O N				DECREASE	INCREASE	
	ARMY	NAVY	MARINE	TOTAL	ARMY	NAVY	MARINE	TOTAL			
COMBAT											
Headquarters & Divisions ✓	-	-	61512	61512	900	35	19965	20900	40612		20097
Aviation Combat Units ✓	-	-	-	-	17592	-	2505	20097			6519
AA Artillery	-	-	-	-	6519	-	-	6519			
Artillery	568	-	3287	3855	2287	-	-	2287	1568		
Armored	-	-	-	-	117	-	-	117			117
Miscellaneous	-	-	186	186	-	-	-	-	186		
TOTAL COMBAT	568	-	64985	65553	27415	35	22470	49920	42366		26733
SERVICE											
Aviation Service Units ✓	99	-	-	99	9768	-	2403	12171			12072
Chemical	672	-	-	672	547	-	-	547	125		13742
Engineer	-	5709	1149	6858	15452	5148	-	20600			2510
Medical	247	186	831	1264	3012	762	-	3774			2107
Ordnance	-	-	84	84	2191	-	-	2191			3319
Quartermaster	-	-	1546	1546	4865	-	-	4865			
Signal	174	-	2395	2569	592	142	-	734	1835		
Adjutant General	-	-	-	-	235	-	-	235			235
Military Police	-	-	474	474	962	-	-	962			488
Transportation	2243	-	4389	6632	2117	1098	-	3215	3417		3859
Naval Units	-	196	-	196	-	4055	-	4055			40
Military Government	149	253	-	402	37	405	-	442			158
Miscellaneous	-	-	-	-	158	-	-	158			
TOTAL SERVICE	3584	6344	10868	20796	39936	11610	2403	53949	5377		38530
TOTAL COMBAT & SERVICE	4152	6344	75853	86349	67351	11645	24873	103869	47743		65263
ASSAULT - 86,349      GARRISON - 103,869											

~~TOP SECRET~~

ICEBERG - PHASE III (c)

ANNEX 7 TO APPENDIX H

UNITS	T/O	Unit Str.	ASSAULT			GARRISON			REMARKS
			ARMY No. Agg.	NAVY No. Agg.	MARINE No. Agg.	ARMY No. Agg.	NAVY No. Agg.	MARINE No. Agg.	

COMBAT

Hq Co, Corps	E-849	520			1	520			
Hq & Serv Bn, Corps	F-850				1	1097			
Marine Div (plus 2500 Repl)	F-100				3	59895		1	19965*
Inf Div	7	14032			1	14032*			
IsCom Hq					1	900		35	

TOTALS

61512	900	35	19965
-------	-----	----	-------

AVIATION COMBAT UNITS

Hq & Hq Sq Bomb Wing VH	1-160-1	224	2	448		
Hq Bomb Gp VH	1-112	105	8	840		
Bomb Sq VH	1-167	647	24	15528		
Photo Recon Sq VH	1-768	608	1	608		
Photo Lab Bomb Gp VH	1-119	21	8	168		
Hq & Hq Sq Gp	D-116A	135			2	170
VMP Sq	E-602	287				
VMTB Sq	D-103	354			6	1722
VME(N) Sq		259			1	354
					1	259

TOTALS

17592	2505
-------	------

\* One Marine Division will remain in garrison until relieved by an Inf Div redeployed from the EUROPEAN Theater. Inf Div not included in totals.

AA ARTILLERY

Hq & Hq Btry AAA Brig	44-16-1	80	1	80
Hq & Hq Btry AAA Gp	44-12	73	2	146

ICEBERG - PHASE III (c)

ANNEX 7 TO APPENDIX H

UNITS	T/O	Unit Str.	A S S A U L T				G A R R I S O N				REMARKS
			ARMY No. Agg.	NAVY No. Agg.	MARINE No. Agg.	ARMY No. Agg.	NAVY No. Agg.	MARINE No. Agg.			
AA ARTILLERY (Continued)											
AAA A/W Bn	44-125	787				4		3148			
AAA Gun Bn	44-115	631				4		2524			
AAA S/L Bn (less 1 Btry)	44-135	579				1		579			
AAA Opns Det	44-7	42				1		42			
TOTALS								6519			
ARTILLERY											
Hq Btry, Corps	F-149	151			1			151			
155mm Gun Bn	E-185	737			4			2948			
VMO	E-601	48			4			188			
155mm Gun Bn T/F/U	4-135	550						3		1650	
Hq & Hq Btry CA Gp	4-152	69						1		69	
8" How Bn	6-365	568	1	568				1		568	
TOTALS				568				3287		2287	
ARMORED											
Tk Co (S/D)	17-27	117						1		117	
MISCELLANEOUS											
War Dog Plats	F-301	62			3			186			

ICEBERG - PHASE III (c)

ANNEX 7 TO APPENDIX H

UNITS	T/O	Unit Str.	A S S A U L T				G A R R I S O N				REMARKS
			ARMY No. Agg.	NAVY No. Agg.	MARINE No. Agg.	ARMY No. Agg.	NAVY No. Agg.	MARINE No. Agg.			

SERVICE

AVIATION SERVICE UNITS

Hq & Base Serv Sq Serv Gp	1-452-T	512					8	2496			
Engr Sq Serv Gp	1-457-T	258					8	2064			
Material Sq Serv Gp	1-458-T	142					8	1136			
Hq & Hq Sq Air Depot Gp	1-852-T	190					2	380*			
Depot Repair Sq	1-857	369					2	738*			
Depot Supply Sq	1-858	131					4	800*	564		
Marine Air Base Sqdn	-	411							2	822	
Service Sqdn	D-115	255							2	510	
Hdqtrs Sqdn	D-116	412							2	824	
Aviation Sq	1-999	253					2	506*			
Aviation Sq	1-999	253					2	506			
Det Weather Sq	1-627	Var.					1	95			
Chemical Co Air Opns	3-457	134					4	536			
Chemical Depot Co Avn	3-418	78					1	260			
Chemical Maint Co Avn	3-47	119					1	119*			
Hq & Hq & Serv Co, Engr Avn Reg't	5-412		See ENGINEER Section.								
Engr Avn Bn	5-415		"	"	"						
NCB (Airfield Const)	P-1		"	"	"						
Med Sup Plat Avn	8-497	21					2	42*			
Ord Ammo Co Avn	9-17	179					1	179			
Ord Depot Co Avn	9-57	180					1	180*			
Ord Maint Co, A.F.	9-257	215					1	215			
QM Plat Air Depot Gp	10-427	24					2	48*			
QM Truck Co Avn	10-517	102					4	408*			

## ANNEX 7 TO APPENDIX H

### AVIATION SERVICE UNITS (continued)

\* Units necessary to support Aviation Combat Units in Phase III (c) but which will be located at LEGUMINOUS. These units are not included in island population total. They are shown as requirements only.

247

2403

140

547

## 142

ICEBERG - PHASE III (c)

ANNEX 7 TO APPENDIX H

UNITS	L/O	Unit Str.	A S S A U L T				G A R R I S O N				REMARKS
			ARMY No. Ass.	NAVY No. Ass.	MARINE No. Ass.	ARMY No. Ass.	NAVY No. Ass.	MARINE No. Ass.			

ENGINEER (Continued)

Engr Bn (Sep)	E-285	1007									
Navy CB Reg't Hq		67	2	134							
Navy CB (Marine Divs)	P-1	1115			4	4460				2	134
Navy CB (Waterfront)	P-1	1115							1	1115	
Navy CB (Airfields)	P-1	1115							1	1115	
Navy CBMU	P-5	277							2	564	
Navy CB (CUB)	P-1	1115							2	2230	
Hq & Hq & Serv Co, Engr Avn Reg't	5-412	273					1	273			
Engr Avn Bn	5-415	777					8	6216			
Maint Co	5-157	191					2	382			
Dump Truck Co	5-88	107					8	856			
Engr Depot Co	5-47	209					1	209			
Engr Hq & Hq Co Const Gp	5-72	94					1	94			
Engr Const Bn	5-75	900					6	5400			
Engr Serv Bn Comp	5-500	635					1	635			
Engr S/L Maint Teams	5-500	3					2	6			
Engr Water Sup Co	5-67	136					1	136			
Engr Hq & Hq Co Base Depot	5-592	72					1	72			
Engr Co Base Depot	5-267						1	165			
Engr Co Base Equip	5-377						1	173			
Engr Co Hvy Shop	5-357						1	171			
Engr Plat Parts Sup	5-567						2	114			
Engr Co Petrol Dist	5-327						2	432			
Engr Co Light Equip	5-367						1	118			
TOTALS			5709	1149		15452		5148			

ICEBERG - PHASE III (c)

ANNEX 7 TO APPENDIX H

MEDICAL	UNITS	T/O	ASSAULT						GARRISON				REMARKS
			Unit	ARMY	NAVY	MARINE	ARMY	NAVY	MARINE	ARMY	NAVY	MARINE	
			Str.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	
Med Bn	F-55		599			1		599					
Evac Hosp, Corps	-		232			1		232					
Dispensary 100 bed (M.G.)	G-6		87		2	174					4	348	
Malaria Control Unit	8-500		12	1	12				3	36			
Station Hosp (250 bed)	8-560		179						1	179			
Malaria Survey Unit	8-500		13	1	13				2	26			
General Hosp (1000 bed)	8-550		594						1	594			
Field Hosp	8-510		222	1	222				1	222			
Station Hosp (500 bed)	8-560		337						5	1685			
Dispensary (50 bed)	G-7		70								1	70	
Dispensary (10 bed) (M.G.)	G-10		4		3	12							
Sanitary Co	8-117		112						2	224			
Vet Det Food Insp	8-500		5						3	15			
Med Supply Team #5 (B5)	8-500		31						1	31			
Dispensary (600 bed)	G-2		344								1	344	
TOTALS			247		186		831		3012			762	
ORDNANCE													
Bomb Disp Co	-		84			1		84					
Bomb Disp Sq	9-500		7						5	35			
Hq & Hq Det Ord Gp	9-12		51						1	51			
Hq & Hq Det Ord Bn	9-76		34						2	68			
Ord M Maint Co	9-7		162						2	324			
Ord Hvy Maint Co, Tk	9-37		202						1	202			

ICEBERG - PHASE III (c)

ANNEX 7 TO APPENDIX H

ORDNANCE (Continued)	UNITS	t/o	Unit Str.	A S S A U L T				G A R R I S O N				REMARKS
				ARMY	NAVY	MARINE		ARMY	NAVY	MARINE		
				No.	Agg.	No.	Agg.	No.	Agg.	No.	Agg.	
Ord M Auto Maint Co		9-127	116					2		232		
Ord Hvy Auto Maint Co		9-197	202					2		404		
Ord Maint Co AA		9-217	157					1		157		
Ord Ammo Co		9-17	179					2		358		
Ord Depot Co		9-57	180					2		360		
TOTALS							84			2191		
QUARTERMASTER												
Laundry Plat (Sep)			62			4	248					
Field Depot		E-770	1211			1	1211					
Air Del Sec		E-700	87			1	87					
QM Truck Co		10-57	110					4		440		
Hq & Hq Det QM Bn		10-536	30					5		150		
QM Serv Co		10-67	219					8		1752		
QM Depot Supply Co		10-227	186					1		186		
QM Salv Coll Co		10-187	188					1		188		
Sec Laundry, Type EJ		10-500	36					2		72		
Sec Laundry, Type EI		10-500	29					5		145		
QM Graves Reg Plat		10-297	72					1		72		
Hq & Hq Det QM Gp		10-22	31					1		31		
QM Bakery Co		10-147	168					2		336		
QM Laundry Co		10-167	270					2		540		
QM Sterilization Co		10-177	153					2		306		



~~SECRET~~

ICEBERG - PHASE III (c)

ANNEX 7 TO APPENDIX H

UNITS	F/O	Unit Str.	A S S A U L T				G A R R I S O N				REMARKS
			ARMY	NAVY	MARINE		ARMY	NAVY	MARINE		
			No. AEG.	No. AEG.	No. AEG.	No. AEG.	No. AEG.	No. AEG.	No. AEG.	No. AEG.	

QUARTERMASTER (Continued)

QM Salv Rep Co	10-237	201					2	402			
QM Driver Team, Car	10-500	24					5	120			
QM Gas Supply Co	10-77	125					1	125			

TOTALS

1546 4865

SIGNAL

Sig Bn, Corps	F-530	784			1	784					
Radio Int Plats	E-538	48			2	96					
JASCO's	E-518	505			3	1515					

Sig Serv Co (Opn)	11-500	Var.	1	174			1	372			
Sig Const Co Hvy	11-67	193					1	193			
Naval Comm Unit	-	-						1	142		

Radar Maint Units 2B, 2C, 1D, 1E	11-617	Var.					6	27			
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TOTALS

174 2395 592 142

ADJUTANT GENERAL

Army Postal Unit, Type J	12-605	20					1	20			
Army Postal Unit, Type M	12-605	29					1	29			
Army Postal Unit, Type K	12-605	24					3	72			

Special Service Co	28-17	114					1	114			
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TOTALS

235

ICEBERG - PHASE III (c)

ANNEX 7 TO APPENDIX H

UNITS	T/O	Unit Str.	A S S A U L T				G A R R I S O N				REMARKS
			ARMY	NAVY	MARINE		ARMY	NAVY	MARINE		
			No.	AGE.	No.	AGE.	No.	AGE.	No.	AGE.	
<b>MILITARY POLICE</b>											
M.P. Bn (Provisional)	-	474					1	163			
M.P. Co, Corps	19-55	649					1	649			
M.P. Bn											
M.P. Proc. Plat	19-237	35					1	35			
Criminal Invest Sec, Type II	19-500 BJ	11					1	11			
Encl Guard Sec, Type III	19-400 DC	49					2	98			
Mess Team, No. 2	19-500 AF	6					1	6			
<b>TOTALS</b>											
							474	962			
<b>TRANSPORTATION</b>											
Hq Amphib Tractor Gp	-	100			1			100			
M.T. Co	F-712	112			1			112			
M.T. Bn	F-715	624			1			624			
Arm'd Amphib Tractor Bn	G-1020	869			1			869			
Amphib Tractor Bn	E-50	536			4			2144			
Amphib Truck Co	E-750	180			3			540			
Amphib Tractor Bn	17-125	502	3	1506			2	66			
Hq & Hq Det Port Bn	55-116	33					6	1314			
Port Co	55-117	219									
Navy CB Spec (Port)	F-1	180	4	720			4	720	1	1098	
Amphib Truck Co	55-37	17	1	17			1	17			
Hq & Hq Co, Amphib Truck Bn	55-500 AC	17									
<b>TOTALS</b>							4389	2117		1098	
							2243				

ICEBERG - PHASE III (c)

ANNEX 7 TO APPENDIX H

UNITS	T/O	Unit Str.	ASSAULT						GARRISON						REMARKS
			ARMY		NAVY		MARINE		ARMY		NAVY		MARINE		
			No.	Assg.	No.	Assg.	No.	Assg.	No.	Assg.	No.	Assg.	No.	Assg.	

NAVAL UNITS

Comdr NavBase Hq	-	48						1	48	
Fleet Post Office	C-10	25						1	25	
* CUB	-							1	2738	

Garrison Beach Parties	-	98		2	196			2	196	
Boat Pool	-	-						1	465	
Truck Co (Navy)	-	150						1	150	

Freight Terminal	-	-						1	135	
Naval Detachment 'C'	-	71						1	71	
Fleet Canteen	-	27						1	27	

Officers' Club	-	14						1	14	
Heavy Duty Garage	-	139						1	139	
Advance Material Handling Unit	-	47						1	47	

TOTALS

196 4055

\* See Supplement 1 for details.

MILITARY GOVERNMENT

Interpreters	-	-						1	37	
Military Gov't Det A	-	14		3	42					
Military Gov't Det B	-	26		1	26					

Military Gov't Det C	-	37		5	185			6	222	
Military Gov't Det D	-	83						1	83	
M.P. Co	19-57	149	1	149						

Camps (250 men)	NLA	25						4	100	
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TOTALS

149 253 37 405



## REMARKS

TROOP LIST

ICEBERG - PHASE III (d)

ANNEX 7 TO APPENDIX H

SUMMARY

UNITS	A S S A U L T				G A R R I S O N				DECREASE	INCREASE	
	ARMY	NAVY	MARINE	TOTAL	ARMY	NAVY	MARINE	TOTAL			
COMBAT											
Headquarters	-	-	-	-	425	-	-	425	-	425	
Divisions	14032	-	-	14032	3716	-	-	3716	10316	-	
Aviation Combat	-	-	-	-	3671	-	354	4025	-	4025	
AA Artillery	-	-	-	-	3603	-	-	3603	-	3603	
Artillery	-	-	-	-	550	-	-	550	-	550	
Armored	3694	-	-	3694	117	-	-	117	3577	-	
TOTAL COMBAT	17726	-	-	17726	12082	-	354	12436	13893	8603	
SERVICE											
Aviation Service	-	-	-	-	6661	-	247	6908	-	6908	
Chemical	672	-	-	672	130	-	-	130	542	-	
Engineer	2110	558	-	2668	3730	558	-	4288	-	1620	
Medical	573	114	-	687	1280	302	-	1582	-	895	
Ordnance	14	-	-	14	774	-	-	774	-	760	
Quartermaster	-	-	-	-	2134	-	-	2134	-	2134	
Signal	459	124	-	583	490	95	-	585	-	2	
Adjutant General	-	-	-	-	53	-	-	53	-	53	
Military Police	-	-	-	-	163	-	-	163	-	163	
Transportation	1466	-	-	1466	1466	-	-	1466	-	-	
Naval Units	-	-	-	-	-	873	-	873	-	873	
Military Government	-	-	-	-	18	139	-	157	-	157	
Miscellaneous	77	-	-	77	106	-	-	106	-	29	
TOTAL SERVICE	5371	796	-	6167	17005	1967	247	19219	542	13594	
TOTAL COMBAT & SERVICE	23097	796	-	23893	29087	1967	601	31655	14435	22197	
GRAND TOTAL	ASSAULT - 23,893				GARRISON - 31,655				NET INCREASE - 7,762		

ICEBERG - PHASE III (d)

ANNEX 7 TO APPENDIX H

UNITS	T/O	Unit Str.	A S S A U L T						G A R R I S O N						REMARKS
			ARMY	NAVY	MARINE	ARMY	NAVY	MARINE	ARMY	NAVY	MARINE	ARMY	NAVY	MARINE	
			No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	

COMBAT

HEADQUARTERS

Hq & Hq Co, AGF  
Military Censors

T/A  
T/A  
Var.  
Var.

1 400  
1 25

TOTALS

425

INFANTRY

Division  
Regimental Combat Team

7 14032  
(7-11 3716  
(6-25

1 14032

1 3716

TOTALS

14032

3716

AVIATION COMBAT UNITS

Hq & Hq Sq Nighter Wing  
Hq Fighter Gp  
Fighter Sq S/E

1-10-1 245  
1-12 98  
1-27 284

1 245  
3 294  
9 2556

Night Fighter Sq  
VMTB Sq

1-67 288  
D-103 354

2 576

1 354

TOTALS

3671

354

AA ARTILLERY

Hq & Hq Btry AAA Gp  
AAA Gun Bn  
AAA AW Bn

44-12 73  
44-125 631  
44-125 787

2 146  
2 1262  
2 1574

ICEBERG - PHASE III (d)

ANNEX 7 TO APPENDIX H

UNITS	F/O	Unit Str.	ASSAULT				GARRISON				REMARKS	
			ARMY	NAVY	MARINE	ARMY	NAVY	MARINE				
			No.	Ass.	No.	Ass.	No.	Ass.	No.	Ass.	No.	Ass.

AA ARTILLERY (Continued)

AAA S/L Bn (less 1 Btry)	44-138	579										
AAA Opns Det	44-7	42										

1	579
1	42

TOTALS

3603

COAST ARTILLERY

155mm Gun Bn (CD)	4-165	550										
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1	550
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ARMORED FORCE

Bn, Amphib Tractor	17-125	502	3	1506								
Bn, Amphib Tank	17-115	748	1	748								
Bn, Std Tank	17-25	720	1	720								

Co, Tank (Medium)	17-27	117										
Bn, Flame Thrower, Tank	17-25	720	1	720								

1	117
---	-----

TOTALS

3694

117

SERVICE

AVIATION SERVICE UNITS

Hq & Base Serv Sq & Serv Gp	1-452-T	512										
Engr Sq Serv Gp	1-457-T	258										
Material Sq Serv Gp	1-458-T	142										

3	936
3	774
3	426

Hq & Hq Sq Air Depot Gp	1-852-T	190										
Depot Repair Sq	1-857	369										
Depot Sup Sq	1-858	131										

1	190*
1	369*
1	131*

## ICEBERG - PHASE III (d)

## ANNEX 7 TO APPENDIX H

UNITS	T/O	Unit Str.	ASSAULT			GARRISON			REMARKS			
			ARMY	NAVY	MARINE	ARMY	NAVY	MARINE				
			No.	Agg.	No.	Agg.	No.	Agg.	No.	Agg.	No.	Agg.

## AVIATION SERVICE UNITS (Continued)

Station Comp Sq	1-497-S	103										
Avn Sq	1-999	253										
Avn Sq	1-999	253										
Det Weather Sq	1-627	Var.										
Hq & Hq Serv Co, Avn Reg't	5-412	273										
Engr Avn Bn	5-415	777										
Med Sup Plat, Avn	8-497	21										
Ord Ammo Co, Avn	9-17	179										
Ord Depot Co, Avn	9-57	180										
QM Truck Co, Avn	10-517	102										
QM Plat, Air Depot Gp	10-427	24										
Sig Hvy Const Co, Avn	11-67	193										
ACS Det Sig Serv Bn	11-500	Var.										
Sig Co, Wing	11-297	127										
M.P. Co, Avn	19-217	101										
AACS Det	1-447	Var.										
M.P. Co, Avn	19-217	101										
Det Sig Serv Bn, Avn	11-500	Var.										
AMS	E-691											
MEM Control Center Org.	(1-47	375										
	(11-400											
Sig Co, Depot, Avn	11-287	189										
TOTALS												

\* Units necessary to support Phase III (d) but which will be located at LEGUINOS. These units are not included in island population total. They are shown as requirements only.



ICEBERG - PHASE III (d)

ANNEX 7 TO APPENDIX H

UNITS	T/O	Unit Str.	A S S A U L T				G A R R I S O N				REMARKS
			ARMY	NAVY	MARINE	ARMY	NAVY	MARINE			
			No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	
<u>CHEMICAL</u>											
Bn, Mortar	3-25	672	1	672		1	130				
Co, Gen Serv	3-137										
TOTALS				672			130				
<u>ENGINEER</u>											
NCB ( $\frac{1}{2}$ GROFAC)	P-1	1115		$\frac{1}{2}$	558		$\frac{1}{2}$	558			
Hq & Hq Co, Gp, Combat	5-192	81	1	81							
Engr Bn, Combat	5-15	637	3	1911							
Engr Lt Equip Co	5-367	118	1	118		1	118				
Engr Maint Co	5-157	191				1	191				
Engr Water Sup Co	5-67	136				1	136				
Engr Co Hy Shop	5-357	171				1	171				
Engr Petrol Dist Co	5-327	216				1	216				
Engr Team S/L Maint	5-500	3				2	6				
Hq & Hq Co Gp Const	5-72	94				1	94				
Engr Plat Depot	5-47	33				1	33				
Hq & Hq Co, Base Depot	5-592	72				1	72				
Engr Bn, Const	5-75	900				2	1800				
Engr Co, Base Depot	5-267	165				1	165				
Engr Dump Truck Co	5-88	107				3	321				
Engr Parts Sup Plat, (Sep)	5-567	57				1	57				
Composite Unit - Maint. Teams	5-500	Var.				1	350				
TOTALS			2110	558		3730	558				

ICEBERG - PHASE III (d)

ANNEX 7 TO APPENDIX H

UNITS	T/O	Unit Str.	ASSAULT			GARRISON			REMARKS
			ARMY No.	NAVY No.	MARINE No.	ARMY No.	NAVY No.	MARINE No.	

MEDICAL

Co, Clearing	8-28	112	1	112		1	112	
Co, Collecting	8-27	101	1	101		1	101	
Hosp Evac (400 bed)	8-581	286	1	286		1	286	
Hosp Surgical Portable	8-572	37	2	74				
Co, Sanitary	8-117	112				1	112	
Hosp, Gen (1000 bed)	8-550	594				1	594	
Malaria Control Unit	8-500	12				1	12	
Malaria Survey Unit	8-500	13				1	13	
Vet Det, Food Insp	8-500	5				1	5	
Med Supply Team	8-500	10				1	10	
Med Serv Det	8-500	35				1	35	
Dispensary M.G. (24 bed)	G-10	4	2	8			2	8
Dispensary M.G. (250 bed)	G-6	106		106			1	106
Dispensary (200 bed)	G-4	188					1	188
TOTALS			573	114			1280	302

ORDNANCE

Hq & Hq Det, Bn.	9-76	34	1	34
Ord Co Depot	9-57	180	1	180
Co HAM	9-197	202	1	202
Ord HM Co, Tk, Det	9-37	-	1	25
Co Maint AA	9-217	157	1	157
Co Med Maint	9-7	162	1	162

ICEBERG - PHASE III (d)

ANNEX 7 TO APPENDIX H

UNITS	T/O	Unit Str.	ASSAULT						GARRISON						REMARKS
			No.	Ass.	No.	Ass.	No.	Ass.	No.	Ass.	No.	Ass.	No.	Ass.	

ORDNANCE (continued)

Sq Bomb Disposal	9-500	7	2	14	2	14			
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TOTALS 14 774

QUARTERMASTER

Co Depot Supply	10-227	186	1	186				
Co Truck	10-57	110	43	200330				
Plat Salv Coll	10-187	56	1	56				

Driver Team (Car)	10-500	24	1	24				
Hq & Hq Det QM Bn	10-536	30	2	60				
Co Bakery	10-147	160	1	160				

Plat G.R.S. Co	10-297	23	1	23				
Co Laundry	10-167	270	1	270				
Plat Salv Rep	10-237	87	1	87				

Co Service	10-67	219	34	654876				
Plat Sterilization Co	10-177	62	1	62				

TOTALS 3800 2134

SIGNAL

Radar Maint Teams:	11-617	18	1	18				
1A, 1C, 1D & 1E	11-147-S	488	1	364	1	124		
JASCO	11-67	202		95				
Co Sig Const Hwy			1					

Signal Serv (Opn) Co	11-500	Var.	1	270				
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ICEBERG - PHASE III (d)

ANNEX 7 TO APPENDIX H

UNITS	T/O	Unit Str.	ASSAULT				GARRISON				REMARKS
			ARMY	NAVY	MARINE	ARMY	NAVY	MARINE	ARMY	NAVY	
			No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	

SIGNAL

Naval Comm Unit

TOTALS

Var.	1	95
459	124	490
95		

ADJUTANT GENERAL

Army Postal Unit, Type M

Army Postal Unit, Type K

TOTALS

MILITARY POLICE

M.P. Co, Corps

TRANSPORTATION

Hq & Hq Co, Amphib Truck Bn

Hq & Hq Det Port Bn

Amphib Truck Co

TOTALS

NAVAL UNITS

Fleet Post Office

\* GROFAC

Boat Pool

55-600	17	1	17	1	17	1	17	1	17	1	17
55-116	33	1	33	1	33	1	33	1	33	1	33
55-37	180	23	540	23	540	23	540	23	540	23	540
55-117	219	24	876	24	876	24	876	24	876	24	876
248	1466	248	1466	248	1466	248	1466	248	1466	248	1466

ICEBERG - PHASE III (d)

ANNEX 7 TO APPENDIX H

UNITS	T/O	Unit Str.	ASSAULT						GARRISON						REMARKS
			ARMY		NAVY		MARINE		ARMY		NAVY		MARINE		
			No.	AGE.	No.	AGE.	No.	AGE.	No.	AGE.	No.	AGE.	No.	AGE.	

NAVAL UNITS

Garrison Beach Party

Var.

1 89

TOTALS

873

\* See Supplement 2 for details.

MILITARY GOVERNMENT

A Det  
B Det  
Comp Ord C Det

- 15  
- 27  
- 36

NLA 25

Camp (250 men)  
Interpreters

18 1 25

TOTALS

18 139

MISCELLANEOUS

Intel Serv Org  
Order of Battle Team  
Photo Interpreter Team

30-600-T 11 1 11  
30-30-T 3 1 3  
30-30-T 7 1 7

1 11 3 7

CIC Teams

30-500-T 32 1 32

1 32

1-A1, 1-B1, 1-A4, 1-B4

News Team  
Special Service Plat

30-12-S 3 1 3  
28-17 29 1 29

1 3 29

War Dog Plat

10-397-T 21 1 21

1 21

TOTALS

77

106

GRAND TOTALS

23,479  
TOTAL ASSAULT - 23,479  
23,097  
796  
23,893  
29,087  
1,967  
601  
31,655

CUBTOTAL  
PERSONNEL

A-2	Administration (Medium)	62
A-6	Intelligence Office (Medium)	5
A-7	Shore Patrol Company (HQ) augmented	23
B-1	Harbor Entrance Control Post	27
B-3	Underwater Detection	39
B-4A	Port Director (Medium)	24
B-4C	Harbor Patrol	29
B-6	Surface Detection Radar (Large)	47
B-9	Fleet Moorings	0
B-10	Navigation Aids	0
D-2	(Modified) Storage and Supply (Medium)	380
D-4	(Modified) Tank Farm (Medium)	7
D-14	Cobbler and Tailor Shop (Medium)	5
D-18	Material Recovery	19
D-21	Disbursing Office (Medium)	18
(2) D-23	Base Companies	506
E-6	Landing Craft Base Repair	520
E-15	Minesweep Equipment Repair (Small)	5
E-16	Oxygen Generating Plant	12
E-17	Acetylene Generating Plant	6
E-18	Bulk CO <sub>2</sub> Transfer	4
E-19	Typewriter Repair	1
(1) G-4	Dispensary - 200 Bed	188
G-9	Dispensary - 10 Bed	5
G-13	Sub-Dispensary Dental	2
H-14D	Ready MoGas Storage	0
J-2	Base Machine Gun Component	4
J-11D	Mine Assembly Depot (Forward)	33
J-12A	Net Component (Large)	32
	Naval Ammunition Magazine	119
(3) N-1A	Camp (250 men) Tents	75
N-2A	Camp (100 men) Tents	14
N-2B	Camp (100 men) Tropical Huts	14
(3) N-3A	Camp (50 men) Tents	24
(3) N-3B	Camp (50 men) Tropical Huts	24
(3) N-5B	Camp Bldgs. (250 men) Tropical	0
N-6B	Bakery (2000 men)	12
N-7A	Camp (1000 men) Tents	81
N-7B	Camp (1000 men) Tropical Huts	81
N-8B	Camp Bldgs. (1000 men) Tropical	0
N-9	Base Recreation	0
N-10	Base Educational Service	2
N-12	Laundry (1000 men)	5
P-3	Base Construction Equipment (Medium)	0
P-5	Base Maintenance	277
P-8	Port Development Equipment	0
P-9	Wooden Pier	0
(3) P-12A	Fire Protection - Basic	3
(4) P-12C	Fire Protection - Waterfront	4
P-13	Spare Parts	0
(10) Q-2		0
	Total Personnel	2738

NAVAL BASE UNITS FOR PHASE III(d)

GROPAC

	<u>TOTAL</u> <u>PERSONNEL</u>
A-3 Administration	48
A-6 Intelligence (med)	5
B-1 HECF	27
B-4B Port Director (med)	10
B-4C Harbor Patrol	29
B-5A Boat Pool	6
B-5B Barge Pool	28
B-7 Radar (inc. MSS for HECF)	21
B-8 Minesweeping	2
B-9 Fleet Moorings	—
B-10 Navigation Aids	—
(2)D-10 Storage (equipment for (1) only)	34
D-15 Cobbler & Tailor Shop (small)	5
D-22 Disbursing	6
E-8 Repair (small boat) (aug. equip. 50%)	68
E-9 Mobile Repair	18
G-8 Dispensary (25 bed)	14
H-14C Tank Farm (MoGas)	—
J-2 Base Machine Gun (1 shop)	4
J-4A Bomb Disposal	2
J-4B Mine Disposal	2
J-4C Base Demolition	30
J-12B Net Component	100
(4)N-1A Camps (250)	—
N-9 Base Recreation	—
(4)Q-2 Pre-Embarkation (100 men)	—
Total Personnel	459

ANNEX 8 TO APPENDIX H, ICEBERG STAFF STUDY

PHASE III e

Foreword

The material for this study was obtained from the following  
sources:

1. H. O. Chart #5303, 1st Edition, April 1922.
2. H. O. Chart #6134, 1st Edition, September 1944.
3. H. O. Misc. Chart #11,557-18, 1 January 1945.
4. H. O. Misc. Chart #11,557-19, 1 January 1945.
5. JAPAN PILOT, Vol. II, 4th Edition 1940.
6. JANIS #86, 1 August 1944 with revisions to 12 October 1944.
7. AMSL #791, Sheets 36, 37 and 38.
8. CinCPac-CinCPOA Bulletin 163-44 AMAMI GUNTO, 25 November 1944.
9. Photo-interpretation of West Coast (Partial) from Sortie San Jac 55-1 March 1945, 0905-10; K-17 12" Vert 4000'-8000' including 24" camera shots at 18000' with 3/10 cloud cover.
10. CinCPac-CinCPOA Bulletin, Vols. I and II, 4 - 45, 10 March 1945.
11. Photograph (Sortie VD-5 - 84 - 3 April 1945).
12. Special Photo-interpretation Report (Sortie VD-5 - 84 - 3 April 1945), 13 April 1945.



1. OPERATIONAL REQUIREMENTS

The concept of the operation requires rapid construction of additional airdrome facilities on TOKUNO and maximum flexibility in the execution of this plan, both as to target date and details of installation.

2. FACTS AFFECTING LOGISTICS

a. Table of Distances

Distances from the objective to points shown below are as follows:

	AIRLINE NAUT-MILES	NAUTICAL MILES	NO. OF DAYS SAILING TIME (10 KNOTS)
OKINAWA (NAHA)	120	120	.5
IWO JIMA	700	700	2.9
GUAM	1250	1250	5.2
SAIPAN	1230	1230	5.1
ULITHI	1250	1250	5.2
MANUS	2100	2100	8.8
LEYTE	1040	1060	4.4
MANILA	910	1090	4.5
FORMOSA (KIIRUN)	440	440	1.8
KYUSHU (KAGOSHIMA)	260	260	1.1
SHANGHAI	460	470	2.0
TOKYO	760	790	3.3
OAHU		4610	19.2
SAN FRANCISCO		6710	28.0

b. Physical Aspects of the Area.

(1) Survey of Land Area

TOKUNO-SHIMA, one of the larger islands of the AMAMI-GUNTO group of the NANSEI-SHOTO, is located at Lat. 27° 53' N., Long. 128° 59' E. (KANAMI ZAKI at northeastern tip). The island is approximately 16 miles long (north-south) by 10 miles wide (east-west). In 1940 there were about 40,900 inhabitants, located principally in small villages around the coast.

The island is extremely mountainous and rugged, and generally unsuited for road or airfield construction. The center of the island consists of peaks ranging from 1300 to 2100 feet, aligned to form a ridge, or backbone,

~~TOP SECRET~~

running north and south, and constituting a drainage divide. The ridge is broken in the north by one low saddle 330 feet high and by a 650 foot saddle in the south. The central highland areas which cover a large percentage of the island have jagged peaks and very steep slopes. Surrounding the highland area are dissected terraces of varying elevations and slopes. These are cut by sharp, closely spaced ravines, and in the uplands contain sink-holes and blind valleys. There are a few isolated terraces in which the ravines are relatively far apart and which are the only sites suitable for airfield development. These undissected terraces are usually bordered towards the sea by steep slopes and bluffs.

Beaches are few and narrow, except where they merge with valley flats, and are best developed on the east side. There are a few sand dunes, mainly on the east coast, ranging in heights up to 20 feet. Much of the coast, particularly on the west side is surrounded by raised coral reefs which are very narrow, pitted, and jagged and blend imperceptibly into the living reefs.

The peaks which form the center of the island are of intrusive granite rock. The bedrock surrounding the peaks is slate and hard sandstone which should be an excellent source of crushed rock, but which will require drilling and blasting. On much of the island the slate and sandstone bedrock is overlain by old coral-reef limestone, which is generally hard, compact, and cavernous. This limestone is the most widely available and generally useful road and airfield construction material on the island. Outcrops are available for quarry sites and some of the reefs and low benches should be workable. Overlying the coral limestone on the western and southern beaches and slopes and over the slate bedrock in the north is a red soil containing varying percentages of sand, clay and gravel. This deposit frequently contains boulders, is discontinuous, and is bedded horizontally. It should be easy to excavate, except where it contains numerous boulders. It is probably suitable for fills and light road traffic except when it has a relatively high clay content.

(2) Survey of Coastal Areas

A. General

The coast is quite regular with few indentations. In some areas where limestone borders the shore there are overhanging cliffs. In others narrow beaches average about 330 feet in width. The beaches are few, best developed on the east side of the island. There are very few areas of sand dunes, and these are largely on the east shore.

Beaches in the northwest sections are characterized by wide ledges 60 to 950 yards wide, containing tidal pools, coral heads, rock debris and scattered mud bars near the shore.

The fringing reef along the western shore is quite jagged, pitted with small depressions.

The shelf between the island and the 100 fathom curve varies from less than half a mile at points on the western side to nearly four miles off the eastern shore. H. O. #5303 shows currents of high velocity off the northeast, southwest and south extremities of the island with particular turbulence reaching a velocity of four knots off KANAMI ZAKI (northeast point). Coral reefs extend nearly all the way around the islands, broken at points where the numerous streams empty into the ocean.

B. Harbors

There are no harbors for large ships on the island. The only anchorage areas which are shown on available charts are the SANMURA WAN and KAMETSU HAKUCHI (H. O. #6134). The former is near the northeast tip of the island, and has an anchorage for small vessels in 18 to 51 feet of water over a sand bottom, with poor holding ground. Squalls from the mountains to the southwest cause vessels to roll heavily, and the small anchorage is exposed to northeast and east winds which send in swells. Vessels should moor in east or south winds. There is ample open roadstead anchorage in under 30 fathoms of water, giving protection from northwest, west and southwest winds.

KAMETSU HAKUCHI is well charted. There is a small anchorage off KAMETOKU in a break in the reef where small vessels may anchor

in from 4 to 12.5 fathoms of water. This affords some shelter from west winds. There is a landing area for small craft at KAMETSU, but the beach is pitted with coral, and it is approached through a tortuous channel between the reefs. Ships can anchor in under 30 fathoms in the open roadstead, but little protection is afforded.

Another east coast anchorage is indicated off KETOKU, but no charts are available. JANIS #86 indicates this to be a fairly safe anchorage, with local knowledge, with 22 to 38 fathoms of water and sheltered from south and west winds. Although charts of sufficient detail to evaluate this anchorage are not available, there is ample roadstead anchorage.

The only indicated anchorage on the west coast is at HEDONO, where small vessels can anchor in from 10 to 14 fathoms with local knowledge. There is little roadstead anchorage due to the steep gradient and proximity of the 100 fathom curve.

No other anchorages are indicated on any other sources of information now available.

#### C. Beaches

LSTs can land on protected beaches on the east shore. Discharge from larger ships anchored off either shore to beach head will have to be made by landing type craft. LCTs are probably the best type for this employment. Extensive deep water dock development is not contemplated, though it may be possible to develop unloading facilities of the existing pier on the northern coast of SANMURA WAN by dredging, and install an additional pontoon pier to the eastward, for AK unloadings.

#### c. Roads and Transportation Facilities

##### Land Transportation

There are no existing railroads on TOKUNO. For the location of existing roads see Supplement 2 to this Annex.

In recent months the Japanese have improved the road net considerably. It is believed that with proper maintenance and improvement the existing roads will support combat operations of the size contemplated.

There is a perimeter road entirely circling the island. Many portions of this road are of necessity filled with sharp curves and steep grades. Widths vary from 12 to 18 feet. Generally the road may be classified as a one-lane road having frequent passing locations, and suitable for light two-way traffic. There is a cross-island road from KETOKU to HEDONO with a branch to ASAMA. This is a relatively good road about 16 feet wide and fairly well graded for about half its length. Across the southern part of the island from OROSHIGUCHI to ITOKINA there is a partially developed road which is probably just a trail, particularly in the center section, but which may support jeep traffic.

The improvement of existing roads and construction of new roads will require extensive bridge and culvert construction for the many ravines crossing all lines of communication. Existing bridges are probably too narrow and weak to carry our military loads, particularly heavy construction equipment which must be moved to the airfield sites.

The following table summarizes road lengths and widths for all roads of military importance:

<u>FROM</u>	<u>TO</u>	<u>DISTANCE-MILES</u>	<u>AVERAGE WIDTH-FEET</u>
<u>PERIMETER ROAD:</u>			
IPPOMATSU	YONAMA	1.87	16
YONAMA	KANEMI	5.11	12
KANEMI	SAN (pier)	1.87	15
SAN (Pier)	KETOKU	3.74	14
KETOKU	SHIMOKUSHI	3.52	15 - 18
SHIMOKUSHI	INOKAWA	2.05	15 (approx)
INOKAWA	KAMETSU	4.20	14
KAMETSU	OROSHIGUCHI	2.27	15
OROSHIGUCHI	OMONAWA	3.74	18
OMONAWA	AGON	4.88	17 - 18
AGON	ITOKINA	1.48	12
ITOKINA	SETAKI	4.03	West Road - 15

TO

<u>FROM</u>	<u>TO</u>	<u>DISTANCE-MILES</u>	<u>AVERAGE WIDTH-FEET</u>
SETAKI	KANEKU	1.25	15
KANEKU	HEDONO	1.47	14 - 15
HEDONO	OKASEN	2.56	18
OKASEN	IPPOMATSU	<u>1.13</u>	13
Perimeter road total		45.17 Miles	

CRCSS ISLAND

HEDONO	KETOKU	4.2	16
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d. Beach Capacities

The following estimates of the daily capacity in measured tons are based on simultaneous unloadings at all beaches.

It is estimated that the total initial average discharge capabilities are 2600 M/T per day, with adverse weather effect considered, increasing to around 3000 M/T per day by G / 30 and to 3500 M/T per day by G / 60.

(1) SAN (SANMURA WAN)

Landing beach free from extensive coral, about 600 yards long. Landing craft can beach at this point where the 5 fathom curve is about 900 yards from shore. Two streams flow into the head of the harbor and as a result the beach is constantly changing. There is a 300 foot pier located on the north side of the inlet with approximately  $4\frac{1}{2}$  fathoms alongside. Road nets to points southward as far as KAMETSU and west across the island are good. There is ample roadstead anchorage. The estimated daily discharge rate, beach and pier is 800 M/T. Dredging and improvement of capacity of the pier appear possible.

(2) KETOKU

There is little chart coverage for this area but the H. O. Miscellaneous Charts and photo coverage show a beach about 1000 yards long, where the 3 fathom curve is 350 yards offshore. The main road of the island lies 700 yards inland from the beach. About eight ships could anchor offshore. The estimated daily discharge rate is 800 M/T.

(3) Other Beaches

There are several small beaches located at BOMA, KAMETOKU and KAMETSU on the east coast, and HEDONO on the west coast that could be

utilized for landings. A conservative estimate of their daily discharge rate is 1000 M/T. KAMETOKU and KAMETSU appear capable of improvement.

e. Water

An abundant supply of water is available in all parts of the island. There are numerous perennial streams for combat supply. Ground water may be obtained readily from shallow dug wells and drive points in valley bottoms. Wells near the coast should be pumped intermittently to avoid drawing salt water. Springs probably are numerous in deep valleys. Purification units should be taken in by occupying forces. No distillation units appear necessary.

f. Climatology

(1) General

TOKUNO located in AMAMI GUNTO has a subtropical maritime climate. Winds are of monsoonal character being northerly in the cool season and easterly and southeasterly during the warm period. Northerly winds bring modified cold polar continental air from MANCHURIA and summer maritime air masses of tropical character. Cloudiness is high during the year with maximum in the cool season and minimum in late August. Sea conditions are poor during the northerly winds and good from April to September.

(2) Temperature

The annual mean temperature ranges from a low of 57° F. in January to a maximum of 83° F. in July. The coolest temperature ever recorded in this area is 38° F. in February and the highest 96° F. in July. The greatest transition takes place in April and October.

(3) Winds

Surface winds prevail from northerly directions from October through March averaging 8 knots. In April winds veer to NE becoming easterly in May and SE during the warm season. During September winds back to northeast. Velocities from April to September average 6 knots. Days with velocities over 20 knots occur 3 days a month from October to April, are rare during the period April to July and average 2 each in August and September.

The strongest winds are nearly always from northerly directions, and the highest velocity recorded in a 32 year period in this area is 58 knots from the north during October. Velocities over the sea are 5 to 7 knots stronger.

Winds at the 10,000 ft. level are westerly except during June - August when they become southwesterly. Velocities average 25 knots during the cool period and 10 knots during the warm months.

(4) Precipitation

Rainfall is moderate to heavy throughout the year with a total of 116 inches. The heavy rain falls from May through October with more than 8 inches a month. During June the heaviest amounts occur with 17 inches. The lightest monthly amount is 6 inches in December. All months have 16 or more days with rain reaching a maximum of 24 days in January and a minimum of 16 in November. The other months have approximately 20 days of rain. Rain during the cool season is in the form of showers and squalls associated with frontal activity. During the warm season the Intertropical front approaches from the south and brings the heavy rains. During the transitional periods many extratropical low pressures traverse the area causing extended periods of rain and poor weather conditions.

(5) Cloudiness

Mean cloud amount is seven-tenths except in August and September when it lowers to six-tenths. Overcast days number 18 or more each month from December - June and decrease to 12 June - September. Clear days occur once a month.

(6) Visibility

Fog is rare in this area, occurs once a month April to June and is almost never observed during the balance of the year. Haze occurs once or twice a month except rarely in October and November. Visibility is restricted to below 3 miles 10 days a month and this is usually due to rain.

(7) Typhoons

The typhoon season begins in May and ends by early November. The number expected to pass within 300 miles of this island are as follows:

1 each June, July and October



3 in August

2 in September

This island lies near the average track, most of the year never being farther than 500 miles to the west of the track. From June - August the average path moves west of the island. In practically all cases the storms approach from the south or southeast.

(8) Flying Conditions

Flying weather is poor throughout the year with closed conditions during heavy rain and with many occurrences of low clouds and squally weather. There are 11 days of average or above flying weather during the period December - June and 13 - 16 days during the balance of the year. The average icing level is above 8,000 feet all year and rises to above 15,000 feet during the warm season.

(9) Sea and Swell

Seas are rough during the period of northerly winds and improved during the weaker southerly and easterly winds. During the period December - March waves of over 8 feet are attained 9 days a month and less than 3 feet on 9 days. From April - September seas are less than 3 feet 11 to 18 days a month with best conditions in July and over 8 feet 1 to 3 days a month. Most of the higher waves are from the quadrant NW - NE moving toward the SE - SW. During the few occasions when typhoons pass near the island, very rough seas are generated.

g. Existing Airfields

There is one existing airfield located on the northwest coast just above ASAMA (See Airfield No. 1, Supplement 2). This airfield consists of a single 4350' x 180' runway bearing approximately NS, surfaced with coral, and centered in a 5,250' x 1,000' cleared area. Taxiways are coral-surfaced and total 20,500' in length as follows:

<u>Location</u>	<u>Lineal Feet</u>	<u>Width (Feet)</u>	<u>No. of Hardstands</u>
West side of field	3500	60	8 (revetted)
East side of field	5000	60	20 (revetted)

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<u>Location</u>	<u>Lineal Feet</u>	<u>Width (Feet)</u>	<u>No. of Hardstands</u>
Northeast side of field	4500	30	15
North of field	7500	30	31

For information on possible airfield sites see paragraph 3 a.

h. Natural Resources and Industry

No industries or natural resources of importance to our forces exist on the island. Main industry is agriculture and chief crops are sweet potatoes, sugar cane, rice, and other grains. There are heavy stands of timber, and small amounts of lumber may be available. Two small copper mines are located on the island.

i. Health and Sanitation

(1) General

There is very little direct information as to health conditions on the target. Due to the climate, water supply, type of sewage disposal and number and type of civilian population on the island, it should be assumed that health conditions will be poor. Mosquitoes are numerous throughout the year. There is a low standard of public health and medical facilities on this island. Living conditions are inferior to those in JAPAN. Night soil is used as fertilizer. Rats and disease-bearing insects are common.

(2) Diseases

The following diseases will be of military importance:

Malaria

Enteric diseases (diarrheas, dysentery, and parasites)

Scrub typhus

Dengue

Filariasis

Venereal Diseases

Skin diseases

The following diseases are of potential importance:

Cholera

Plague

Relapsing fever

Schistosomiasis

Typhus

Tularemia

i. Communication Survey

(1) Radio

(a) Adcock type direction finding installation is located 1 3/4 miles NE of TOKUNO Airfield.

(b) A radio station with three stick masts is located at KIMETSU on the SE coast.

(2) Wire

(a) Telephone and telegraph lines are reported to connect the principal towns.

(3) Submarine Cable

(a) Submarine cable is reported to connect this island with the principal other islands of the AMAMI GUNTO.

3. CONTEMPLATED DEVELOPMENT

a. Airfields (See Map, Supplement 2)

(1) General

TOKUNO affords limited possibilities for airfield development. The existing airfield is the only site which can be developed quickly. The entire island has only four other locations which can be considered as possible sites and every one of them is limited in length and will require considerable earth moving of a difficult nature. Based on present available information two of the new sites are believed to be feasible.

(2) Airfield No. 1

This is the existing field at ASAMA. The existing 4300' runway can be extended to 5500' for VF operation. Directly north of the existing field is a small stream which can be diverted around the end of the extended runway. There is ample space around the airfield area for

construction of taxiways and hardstands to support 1 VMF group and 1 VMF (N) squadron. 9000 feet from the north end of the proposed runway is an 815 foot mountain which forms an obstruction in the take-off zone. This is not considered hazardous to fighter operation since a slight turn to the west will clear the obstruction. An AvGas tank farm for this field can be located northwest of HEDONO, 3000 feet from the airstrip and 4500 feet from the proposed tanker mooring at HEDONO-KO.

(3) Airfield No. 2

Existing aerial photographs of this site are of no value due to heavy cloud cover. The site, based on M/S maps at 1:50,000 scale, is located on the east coast near TOKUNASE at an elevation of 165 feet. It is estimated that a 5500' runway bearing approximately N/S can be constructed here and that taxiways and hardstands can be constructed to support 1 VMF group. An AvGas tank farm can be constructed adjacent to the airfield and approximately 1 mile from the proposed tanker mooring at BUNRI-SHO.

(4) Alternate Site (A) for Airfield #2

Located on the southeast coast at KINEN-SAKI this airfield may be a modified alternate site for Airfield #2. Construction of an airfield at this site will be difficult due to the limited level area for runway and taxiway construction. There is not sufficient area for construction of taxiways and hardstands to support 1 VMF group with standard dispersal. Accepting reduced dispersal, this site may serve as an alternate for Airfield #2. The possible runway is oriented NE-SW into the prevailing wind. An AvGas tank farm, serviced by an alternate tanker mooring off OMONAWA, can be located northwest of the airfield.

(5) Alternate Site (B) for Airfield #2

Located on the southwest coast, this site may be an alternate for Airfield #2. It appears possible to build a 5500' crosswind runway with a NW-SE bearing. The airfield site is crossed by several ravines 10' - 25' deep and 100' - 150' wide. There is sufficient area in the vicinity of the airfield for construction of taxiways and hardstands for 1 VMF group. An AvGas tank farm for this field could be supplied by the alternate tanker mooring off OMONAWA.

(6) Airfield No. 3

This site, near the town of SETAKI on the west central coast is proposed as a location for a 6000 foot runway for 1 VMB group and 1 VMTB squadron. The runway will bear approximately N/S. Preliminary examination of aerial photographs indicates the necessity of a considerable amount of grading due to numerous depressions which occur along the otherwise gently sloping plateau. There is ample area near this runway for the construction of taxiways and hardstands to support the aircraft listed above. An AvGas tank farm can be constructed near the airfield and can be supplied from the proposed tanker mooring at HEDONO-KO 2 $\frac{1}{2}$  miles to the north. There is a possibility that 5500 feet with no clear zone may be the maximum obtainable length for this site. If this is confirmed by further study it will be necessary to use this field for fighters only and to locate the VMB group at another field.

(7) Construction Troops, Materials and Time Estimates\*

<u>PROJECT</u>	<u>CONST. TROOPS</u>	<u>CONST. DAYS TO OPER'L. COMPLETION</u>	<u>CONST. DAYS TO FINAL COMPLETION</u>	<u>CONSTRUCTION EQUIPT. W/T</u>	<u>CONSTRUCTION MATERIAL W/T</u>
**Airfield #1 (Existing)	1 NCB 1115	Activate 5 days after seizure.	110	9500	5800
1 VMF Gp					
1 VMFP (N) Sq					
1 Runway 5500' x 150'					
**Airfield #2 (New)	2 NCB 2230	45	100	19000	5200
1 VMF Gp					
1 Runway 5500' x 150'					
**Airfield #3 (New)	2 NCB 2230	50	120	19000	7900
1 VMF Gp					
1 VMFTB Sq					
1 Runway 6000' x 150'					
GroFac and PT Base	1 NCB 1115 1 CBMU 277		180	9000 1400	20000
Roads and Maintenance	1 NCB 1115			7000	10000
Special Equipment (Rock Crushers)					2000
Totals -	8082			64900	50900

\* All time estimates based on troops and equipment at site.  
 \*\* See Supplement 2 for locations.

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b. Naval Facilities

Naval facilities to be installed will include a GROPAC, a PT Boat operating base, and Boat Pools sufficient to support the garrison units. No support of fleet units will be required from TOKUNO, and all ships based in this area will be supported from forces afloat, except for the supply of potable water to small ships not equipped with distillation facilities, and for emergency hospitalization.

Facilities ashore will be provided for a PT Operating Base, including tank farm or storage facilities for aviation gasoline, and will be sufficient to support one squadron (12 PTs). This squadron will initially be tender based.

Ships and boats present will include:

<u>Shore Based</u>	<u>Supported from forces afloat</u>	
10 LCT	9 DD	6 YMS
20 LCM	6 DE	2 PCS(H)
10 LCVP	6 PC(NC)	1 AGP
4 YMT	6 SC (NC)	1 ARL
12 PT	4 LST	2 AN
	18 LCI(L)	

c. Waterfront and Harbor Facilities

(1) SAMURAI WAN

Available information indicates that this inlet is the only harbor at which facilities for quayside unloading of cargo of ships may be developed. There is an existing pier 300 feet on the face, but charted depths indicate not more than  $4\frac{1}{2}$  fathoms at the point. If practicable, this area should be dredged so that AK's can be unloaded at the pier. If dredging is found impracticable this pier may be used as a fueling pier for the discharge of MoGas and diesel fuel, subsequent to the construction of additional piers for AKs, fronting on deep water nearby.

Three sets of bow and stern moorings should be provided (DD type). If piers are provided, these can be used for offshore mooring lines. Offshore anchorage for large ships is available in the roadstead

which extends between this inlet and KETOKU WAN.

Proposed Naval Harbor Defense installations are shown in Supplements 1 and 2.

(2) KETOKU WAN

This area may be developed as an unloading area, primarily for such cargo as may be landed across the wide beach. No complete hydrographic information is available on this particular part of the coast, and therefore the possibility of augmenting beach unloading by the construction of piers must be determined at a later date, when depths of water have been ascertained by survey.

Offshore anchorage for large ships is available in the roadstead which extends between this inlet and SAMURA WAN.

Naval Harbor defense installations are consolidated with SAMURA WAN in supplements 1 and 2.

(3) KAMETOKU

Charted information shows a deep water inlet at this point which is approximately 175 yards wide. This point can be developed as a PT operating base, with the necessary pontoon piers for these craft. Provision should be made at this point for the discharge of aviation gasoline, both for the PTs and the adjacent proposed airfield and a set of bow and stern moorings (DD type) for the PT tender should also be provided.

Charts of this area show "proposed breakwaters". It is not known whether these have been constructed, as aerial photographic coverage in this area was obscured by clouds. Should these be in existence, they might well be utilized in providing slips for PTs and small craft. The northern breakwater, if in existence, should be utilized as an approach to a fuel pier capable of handling small tankers with a draft of 20 feet. This pier could also be used to fuel small ships and PTs. Should no breakwater be existent, a causeway could be constructed to serve this purpose.

No fixed naval harbor defense installations are considered necessary in this area.



d. . Roads

It is expected road development will consist mainly of improvement of existing roads. This improvement will consist of widening to 20 feet for two-lane traffic, installation of turnouts where widening is not possible, minor relocation to improve grades and curves, and the addition of suitable gravel or rock from local quarries and borrow pits and extensive strengthening or rebuilding of about 20 bridges. Roads so developed should include two cross-island road and roads from the harbor to the airfields.

e. Camp Facilities and Staging Areas

It is not contemplated that troops will be staged at this base. Camps will be provided for garrison only and will conform to "Housing Policy for ICEBERG Operation" (Cincpac-Cincpoa serial 000953, 2 November 1944). Hospitalization will be provided based on beds for 4% of the garrison force plus 1% of the Local Naval Defense Force. Hospitalization for civil population will be provided on the same basis as for Phase I (1%). It is estimated that the civil population will be approximately 40,900.

f. Major Storage Facilities

There will be general storage for Class I, III, III-A, V and V-A. Class II and IV storage will be handled by the individual services.

AvGas tank farms of 20,000 barrels each will be established for each field. Due to the rugged terrain of the island it is not likely that cross-island lines will be practicable.

Tanker moorings with suitable shore-side tanks will be installed on both sides of the island (See Supplement 2).

MoGas and diesel oil tank farms will be installed for general island supply on the basis of 18 gallons per capita for MoGas and 9 gallons per capita for diesel oil.

Quick Class III storage will be installed as follows:

(1) At or near the site of the existing air strip or an assault beach - four 1000 barrel tanks for AvGas by G / 10.

(2) At SANIURA or the site selected for the major port and base installations - four 1000 barrel tanks for MoGas and two 1000 barrel tanks

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for diesel by G / 15. These tanks should be near the shore line and construction should start during the assault.

g. Communication Facilities

(1) Radio, telephone, telegraph, visual and message center facilities will be installed, maintained and operated to provide inter-island and intra-island communications in accordance with Cincpac-Cincpoa Conf. serial 11-CL-45 dated 28 January 1945.

(2) Existing submarine cable plant will, if feasible, be rehabilitated and improved with a view to using such facilities for communication to other islands held by friendly troops.

(3) Signal supply and maintenance facilities will be provided by each service for its tactical and service units.

4.

### TROOP AND TONNAGE REQUIREMENTS

(1) ESTIMATED TONNAGE LIFT PER MAN

Tactical Troops - withdrawn  
Tactical Troops - Remaining as part of Garrison  
Garrison Troops - loaded with assault forces  
Other Garrison Troops

<u>Postal Lift</u>	<u>Initial Lift</u>	<u>Later Echelon</u>
3 PPT	3 HIT	0
5 HIT	3 PPT	2 PPT
10 HIT	3 HIT	7 HIT
10 HIT	5 HIT (Min)	5 PPT

(2) LOADING CAPACITIES WITH T STORAGE

AP's - 1500 Personnel and 2000 M/T  
AK's - 6000 M/T for vessels scheduled to arrive during 1st month  
9000 M/T for remainder

[illegible]

1

"C"	ESTIMATED DISCHARGE CAPABILITIES								
	<u>IN M/T</u>	<u>1st Month</u>	<u>2nd Month</u>	<u>3rd Month</u>	<u>4th Month</u>	<u>5th Month</u>	<u>6th Month</u>	<u>7th Month</u>	<u>8th Month</u>

78000 90000 105000 105000 105000 105000 105000

"D" ESTIMATE OF TOTAL M/T OF ORIGINAL EQUIPMENT AND INITIAL MAINTENANCE

Tactical Troops	3 M/T per man	3 x 14000	-	-	-	-	-	-	-	42000
Garrison Troops	5 M/T per man	5 x 12000	-	-	-	-	-	-	-	60000
	10 M/T per man	10 x 21000	-	-	-	-	-	-	-	210000
Total										312000

"E" ESTIMATE OF TONNAGE LIFT (M/T)

Maintenance . 8 M/T per man	25600	26400	26400	26400	26400	26400	26400	26400	26400	26400	52800
Build up Supply Level		13200	13200	13200	13200	13200					1800
Military Government		450	450	450	450	450					
Tactical Troops in Assault Shipping	* 78000										
M/T for Garrison Lift	40000	49950	64950	64950	64950	14150					312000
Total	143600	90000	105000	105000	105000	54100	26400	26400	26400	26400	
Lifted in Assault Shipping *	78000										
Lifted in Garrison AP's	12000	14000	8000	105000	54100	26400	26400	26400	26400	26400	
Lifted in AK's	53600	76000	97000	105000	54100	26400	26400	26400	26400	26400	
AK's Required	9	9	11	12	6	3	3	3	3	3	
AK's involved (120 day turn around)	9	18	29	41	38	32	24	15			

\* Landing craft will lift assault shipping.

5. MILITARY GOVERNMENT SURVEY

a. General

Civilian requirements will be provided in the manner set forth in the Logistic Measures for Phase I, utilizing additional Military Government Teams as listed in the Troop Requirements, Phase III (e).

b. Water for Civilians

Purification apparatus will be provided to furnish about 1/2 gallon per person per day for 20,000 civilian residents.

c. Food and Housing for Civilians

The policies governing supply of food and provision of shelter and housing for civilians will follow those established for Phase I.

d. Clothing for Civilians

As indicated in Phase I, stocks of Red Cross clothing now available on WEST COAST may be used to provide clothing for civilians in accordance with directives to be issued later.

6. EVACUATION, HOSPITALIZATION, PREVENTIVE, SANITARY AND MEDICAL MEASURES

a. Casualty Estimate

Killed and missing	1000
Local hospitalization	1575
Requiring evacuation	<u>2425</u>
Total casualties	5000

b. Plan of Evacuation

(1) General

Evacuation from the target will be by hospital ships and suitable amphibious ships, supplemented by air evacuation when air fields are available. Casualties will be evacuated to OKINAWA and the MARIANAS, where sufficient hospital beds will be available.

(2) Surface Shipping Required

Three AHs having a capacity of 600 patients each trip will be required.

(3) Air Evacuation Facilities Required

ComGenl0thArmy will be given the responsibility for air evacuation

from TOKUNO to OKINAWA, utilizing troop carrier airplanes, personnel and facilities under his control. Evacuation by air from OKINAWA to rear areas will continue as established for Phase I.

c. Hospitalization - Military Personnel

(1) For garrison forces in the target area, hospital facilities will be provided as directed in the Base Development Plan.

(2) ComGenlOthArmy will provide 500 beds for the reception and staging of casualties from this operation.

(3) Commander Forward Area will make 1,900 beds available in the MARIANAS for casualties from this operation.

d. Medical Care of Civilians

(1) General

Minimal humanitarian medical care will be furnished for civilians. Medical facilities will be provided on the basis established in Phase I for this purpose. Civilian casualties will not be evacuated from the island.

(2) Population and Casualty Estimate

Estimated civil population is 40,900. Estimated civilian casualties are as follows:

Dead	800
Ambulatory	1600
Bed Patients	<u>1600</u>
Total Casualties	4000

(3) Medical Requirements

Medical components for this operation should be obtained from those designated for Military Government and already in the area, which were utilized in Phases I and II. Additional supplies and equipment will be required.

e. Preventive Measures

(1) Immunization

In addition to routine immunizations, all Military personnel will require vaccination against typhus, <sup>cholera and</sup> ~~yellow fever and plague~~.

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(2) All steps for the control of malaria will be required.

(3) All current sanitary directives relative to drinking water, food handling, waste disposal and insect control must be strictly adhered to in order to prevent diseases from becoming a major military handicap.

f. Special Medical Requirements

(1) Whole blood will be supplied in suitable quantities as early as possible consistent with paramount military requirements.

7. LOGISTIC SUPPORT FOR FLEET

a. General

Harbors to be utilized in Phases I, II, III (c) and III (d) will be available during Phase III (e) for the services of fleet oilers, ammunition ships, supply ships and barges, and limited ship repair facilities. Ship repair facilities and emergency logistic replenishment will be available at LEYTE, subject to arrangement by Cincpac with CinCSWPA. All other aspects of logistic support for the fleet for Phase I, II, III (c) and III (d) apply equally to Phase III (e).

b. Fleet Fuel

Fleet fuel consumption is estimated as follows:

L / 30 to L / 60	4,200,000 bbls.
L / 60 to L / 90	5,500,000 bbls.
L / 90 to L / 120	5,600,000 bbls.
L / 120 to L / 150	6,600,000 bbls.

In the event the British Pacific Fleet takes part in this operation fuel requirements will be increased by approximately 800,000 barrels for each of the above periods.

8. LOGISTIC SUPPORT OF LAND BASED FORCES

a. Responsibility for Supply

Forces in Phase III (e), mounted from areas other than OKINAWA, will be furnished initial supplies by commanders responsible for furnishing such supplies to forces of Phase I. Forces mounting from OKINAWA, will be furnished initial supplies by ComGen10thArmy.

Commanders responsible for providing supplies subsequent to

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initial mounting for Phase I will be similarly responsible for resupply of Phase III (e) forces.

b. Supplies to Accompany Troops

For the forces in Phase III (e) mounting from points other than OKINAWA the same levels of initial supplies as prescribed for Phase I (Page 46, paragraph 7 b., Appendix E) except for Class V will be required. These forces less service units will mount with 5 Cincpoa units of fire. Service units mounting from areas other than OKINAWA will mount with 2 Cincpoa units of fire.

Supplies to accompany forces mounting from OKINAWA will be determined and provided by ComGenl0thArmy from total quantities of supplies available to him for all phases of the ICEBERG operation.

c. Supply Levels to be Established and Maintained at the Objective

Supply levels for Phase III (e) will be as prescribed for Phase I except for Class V. A maximum level of 7 and a minimum of 5 units of fire will be maintained on the island for all garrison troops. Ammunition remaining from the assault phase will be applied against the garrison level, regardless of service custody, prior to the submission of ammunition requisitions.

ComGenl0thArmy is authorized to distribute stocks among the various islands to maintain the prescribed total and stock level.

d. Reserve Supplies

The reserve levels and supplies (except Class V) established for Phase I will continue through Phase III (e). Class V levels will be as prescribed in paragraph 8 c. above.

AvGas and related Avlube, drummed: Two ship-loads (60,000 drums, AvGas, 2000 drums Avlube) provided for in Annex D to Cincpac-Cincpoa Operation Plan 14-44 (paragraph 5 (d) 1, page 11) if not used in Phases I and II, or portions thereof not used, will be available to ComGenl0thArmy on call. They will be unloaded as early as practicable in locations prescribed by ComGenl0thArmy.

e. Method of Supply

Maintenance supplies for forces involved in this operation will



be furnished in the following manner:

(1) Until otherwise directed by ComGen10thArmy, each regular maintenance shipment for the RYUKUS, beginning with shipment No. 22.5 scheduled to arrive at ENIWETOK on 15 June, will be loaded to the extent practicable so as to permit diversion to TOKUNO of shipments of 15 days maintenance supplies for the anticipated garrison. Supplies so loaded in shipment No. 22.5 will be based on all elements of the landing and garrison forces scheduled to be on TOKUNO on G / 35.

(2) As soon as definite commitments of units and definite times for the operation have been announced, immediate action will be taken by Cincpoa to adjust the maintenance shipments to TOKUNO to provide maintenance for the entire garrison and for the build-up to prescribed stock levels.

(3) It is anticipated that it may be necessary for ComGen10thArmy to direct some transshipments or supplementary shipments from OKINAWA during the early stages of the operation.

(4) Assault resupply ammunition will be provided in ships with the regular OKINAWA maintenance shipments in accordance with Cincpac-Cincpoa ammunition directive to be issued separately.

SUPPLEMENT 1 TO ANNEX 8

HARBOR DEFENSE STUDY

The principal anchorage area for TOKUNO is off the eastern coast, in the roadstead between SANMURA WAN and KETOKU WAN. These two inlets are expected to be the major unloading points, with the former to be developed with piers and quays to the greatest possible degree. Offshore anchorage will be required for cargo vessels and such fleet units as may from time to time anchor in the area.

Hydrographic information is not complete for the KETOKU WAN section, and the defense plans are based on such as is available at present. When detailed soundings are made, it may be necessary to deviate considerably from the general defense layout shown on Supplement 2.

Facilities recommended are:

(a) Harbor Entrance Control Post

The Harbor Entrance Control Post will be located on SHUBAN SAKI, with receiving station for underwater detection equipment adjacent. To have visual and radio communication facilities, and medium range surface search radar as an adjunct to the detection equipment.

(b) Underwater Detection

Receiving station to be at HECP. Detection equipment to include twelve sonobuoys located in an arc from SHUBAN SAKI to MOTO SAKI, and a Herald to range in the area close aboard the northern extremity of the anchorage area. It may be found advisable to replace the sonobuoys with cable connected hydrophones, but it is suggested that this be deferred until after local survey has been made.

(c) Net Defenses

Type T-10 torpedo net baffles to enclose the anchorage area approximately as shown on Supplement 2. Due to anticipated swells and sea conditions, additional moorings and chain should be provided to convert parts of the defense to Type T-11 (ANCHITKA design) if necessary. Individual ship protection units or baffles should be provided for all isolated tanker moorings.

(d) Anti-submarine Patrol

One B2A component with three 83' patrol boats should be provided.

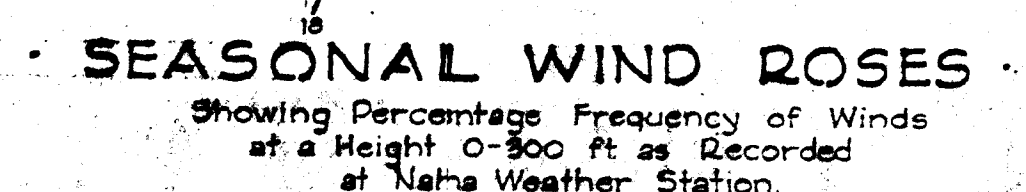
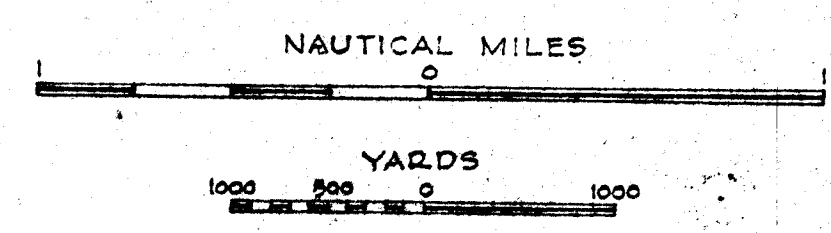
(e) Harbor Patrol

One B2B component with three picket boats should be provided for close patrol of the anchorage.

(f) Surface Search Radar

One B-7 component for long range surface search coverage, in addition to the medium range coverage (detection adjunct). The installation of this equipment should be correlated with the radar provided for early warning and artillery control.





APPROVED BY: \_\_\_\_\_  
DATE: \_\_\_\_\_

FILE NO. AH-26



~~TOP SECRET~~

ICEBERG - PHASE III (e)

Revised 2 May 1945.

ANNEX 9 TO APPENDIX H

SUMMARY - TROOP REQUIREMENTS

UNITS	ASSAULT			GARRISON			TOTAL	DECREASE	INCREASE
	ARMY	NAVY	MARINE	ARMY	NAVY	MARINE			
COMBAT									
Hq, Garrison				25		400	425		425
Inf	14032		794	3716		5297	3716	10316	4503
Avn Combat Units				3484			3484		1841
AAA	1643								
Armd	2978							2978	
Cml	130							130	
Misc1	56			56			56		
TOTAL COMBAT									
	18,839		794	19,633		7,281	5,697	13,424	6,769
SERVICE									
Avn Serv Units	95		751	846		167	2142		1296
Engr	1992			1992		3	8298		6309
Med	530	250		780		423	594	1017	237
Ord	398			398		315		315	83
QM	23			23		1128		1128	1105
Sig	741	150		891		231	810		81
AG & Sp Serv					53		53		53
MP	149			149		649	649		500
TC	377	274		651		815	2150	2965	2314
Naval Units							1761		1761
Military Government		42		42			154		112
TOTAL SERVICE									
	4,305	716	751	5,772		4,132	13,188	1,975	13,687
TOTAL COMBAT & SERVICE									
	23,144	716	1,545	25,405		11,413	13,188	7,672	20,456
TOTAL ASSAULT - 25,405									
TOTAL GARRISON - 32,273									
NET INCREASE - 6,868									

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ICEBERG - PHASE III (e)

ANNEX 9 TO APPENDIX H

UNITS	T/O	Unit Str.	A S S A U L T			G A R R I S O N			REMARKS
			ARMY No. AEG.	NAVY No. AEG.	MARINE No. AEG.	ARMY No. AEG.	NAVY No. AEG.	MARINE No. AEG.	
COMBAT									
HEADQUARTERS									
Hq & Hq Co, Garrison									
Military Censors									
TOTALS									
INFANTRY									
Division	7	14032	1	14032					
Regiment Combat Team	(7-11) (6-25)	3716			1	3716			
TOTALS			14032			3716			
AVIATION COMBAT UNITS									
Hq MAW		357		1	357		1	357	
Hq MAG	D-116	135		1	135		4	540	
VMF Sq	D-101	287					6	1722	
VMF(N) Sq	D-108	302		1	302		1	302	
VMB Sq		489					4	1956	
VMTB Sq	D-103	420					1	420	
TOTALS					794			5297	
AA ARTILLERY									
Hq & Hq Btry AAA Gp	44-12	73				1	73		
AAA Gun Bn	44-115	631	1	631		2	1262		

ICEBERG - PHASE III (e)

ANNEX 9 TO APPENDIX H

UNITS	T/O	Unit Str.	A S S A U L T						G A R R I S O N						REMARKS
			ARMY	NAVY	MARINE	ARMY	NAVY	MARINE	ARMY	NAVY	MARINE				
AA ARTILLERY (Continued)															
AAA A/W Bn	44-125	787	1	787			2	1574							
AAA S/L Bn (less 1 Btry) Type C	44-135	575					1	575							
AAA S/L Btry Type C	44-138	225	1	225											
TOTALS				1643				3484							
ARMORED															
Bn, M Tank	17-25	724	1	724											
Bn, Amph Tractor	17-125	502	3	1506											
Bn, Amph Tank	17-115	748	1	748											
TOTALS				2978											
CHEMICAL															
Chem Co, Mtz	3-27	130	1	130											
MISCELLANEOUS															
Int Serv Orgn	30-600-T	11	1	11			1	11							
Order of Battle Team	30-30-T	3	1	3			1	3							
Photo Interp Team	30-30-T	7	1	7			1	7							
CIC Teams - A1, B1, A4, B4	30-500-T	32	1	32			1	32							
News Team	30-12-S	3	1	3			1	3							
TOTALS				56				56							
TOTAL COMBAT				18,839				794				<del>7,681</del>		<del>6,297</del>	
												7,281		5,697	

ICEBERG - PHASE III (e)

ANNEX 9 TO APPENDIX H

UNITS	T/O	Unit Str.	A S S A U L T												REMARKS
			ARMY		NAVY		MARINE		ARMY		NAVY		MARINE		
SERVICE			No.	Agg.	No.	Agg.	No.	Agg.	No.	Agg.	No.	Agg.	No.	Agg.	
AVIATION SERVICE UNITS															
Service Sq		D-115	504				1	504					3	1512	
MAD-1		-	216										1	216	
Air Warning Sq		E-691	247				1	247					1	247	
AACS Det		1-447	Var.	1	95				1	142					
ACS Det, Sig Serv Bn		11-500	Var.						1	25					
TOTALS					95			751		167				1975	
ENGINEER															
NCB Brig Hq		-	82								1	82			
NCB Regt Hq		-	67								2	134			
Hq & Hq Co, Engr Combat Gp		5-192	81	1	81										
Engr Bn, Combat		5-15	637	3	1911										
NCB (Airfield)		P-1	1115								5	5675			
NCB (Harbor & Waterfront)		P-1	1115								1	1115			
NCB (Roads)		P-1	1115								1	1115			
Engr Team, S/L Maint		5-500	3						1	3					
NCB Maint Unit (GROPAC)		P-5	277								1	277			
TOTALS					1992					3				8298	



78-1000000

ICEBERG - PHASE III (e)

ANNEX 9 TO APPENDIX H

UNITS	T/O	A S S A U L T				G A R R I S O N				REMARKS
		Unit	ARMY	NAVY	MARINE	ARMY	NAVY	MARINE		
		Str.	No.	Agg.	No.	Agg.	No.	Agg.	No.	

MEDICAL

Sta Hosp (250 bed) (Com Z)	8-560	186	1	101			1	186		
Coll Co	8-27	101	1	424			1	212		
Field Hosp	8-510	212	2		4	24			4	24
<i>Malaria Control Component</i>	<i>8-117</i>	<i>55</i>	<i>1</i>	<i>55</i>			<i>1</i>	<i>55</i>		
Plat, Sn Co	8-117	12	1	12			<i>1</i>	<i>12</i>		
Malaria Control Unit (FA)	8-500	13	1	13			<i>1</i>	<i>13</i>		
Malaria Survey Unit (FB)	8-500	13	1	13			<i>1</i>	<i>13</i>		
<i>Food Supply Component</i>	<i>8-18 (Unit 1, Food)</i>	<i>5</i>	<i>1</i>	<i>5</i>					<i>2</i>	<i>12</i>
Vet Det, Food Hosp	8-500	5	1	5			1	5		
Dispensary (350 bed) (M.G.)	G-6	103			2	206			2	206
Dispensary (600 bed)	G-2	344							1	344
Med Sup Team #3 (BC)	8-500	20			2	8	1	20		
Dispensary (10 bed) (M.G.)	G-10	4							2	8

TOTALS

<del>610</del>	<del>214</del>	<del>503</del>	<del>558</del>
530	250	423	594

ORDNANCE

Det, Ord Dep Co	9-57	50	1	50			1	50		
Det, Ord Hvy Auto Maint Co	9-197	101					1	101		
Ord Maint Co (AA)	9-217	157					1	157		
Ord M Maint Co	9-7	162	1	162			1	7		
Bomb Disp Squad Sep (FA)	9-500	7	1	7						
Ord Am Co	9-17		1	179						

TOTALS

398	315
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QUARTERMASTER

Sec, QM Gas Sup Co	10-77	26					1	26		
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ICEBERG - PHASE III (e)

ANNEX 9 TO APPENDIX H

UNITS	T/O	Unit Str.	ASSAULT			GARRISON			REMARKS
			ARMY	NAVY	MARINE	ARMY	NAVY	MARINE	
			No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	

QUARTERMASTER (Continued)

QM Trk Co	10-57	110				2		220		
QM Fumigation & Bath Co (Mob)	10-257	33				1		33		
QM Driver Augmented Team (CN)	24					2		48		
Plat, QM Rhd Plat	10-197	75				1		75		
Plat, QM Bkry Co	10-147	34				1		34		
Plat, QM Graves Reg Co	10-297	23	1	23		1		23		
Plat, QM Ldry Co (SM)	10-167	62				2		124		
Plat, QM Salv Rep Co (SM)	10-237	87				1		87		
QM Serv Co	10-67	219				2		438		
Hq & Hq Det, QM Bn	10-536	20				1		20		
TOTALS			23					1128		

SIGNAL

Joint Assault Sig Co	11-147	445	1	445		1		456		
Sig Hvy Const Bn	11-65	456	100	193		1		123		
Det, Sig Serv Co	11-500	Var.		60		1				
Naval Comm Unit	-	Var.								
Mobile Naval Comm Unit	-	Var.								
TOTALS				150				231		

ADJUTANT GENERAL

Sp Serv Plat	28-17	29				1		29		
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ICEBERG - PHASE III (e)

ANNEX 9 TO APPENDIX H

UNITS	T/O	Unit Str.	ASSAULT			GARRISON			REMARKS
			ARMY	NAVY	MARINE	ARMY	NAVY	MARINE	
			No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	No. Agg.	

ADJUTANT GENERAL (Continued)

Army Postal Unit (Type K)	12-605	24				1	24		
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TOTALS

53

MILITARY POLICE

MP Bn (less 1 Co)	19-55	500				1	500		
MP Co	19-57	149	1	149		1	149		

TOTALS

149

649

TRANSPORTATION

TC Bn Hq (Type AC)	55-500	17	1	17		1	17		
Amph Trk Co (TC)	55-37	180	2	360		2	360		
Port Co (TC)	55-117	219				2	438		

Based on handling 800 MT per day per Port Co or  $\frac{1}{4}$  CB Spec with 50% of cargo subject to double handling

Base Cos (Navy)	-	255				2	510		
NCB (Special)	F-1	1098				1	1098		
Trk Oper Bn	-	1084		$\frac{1}{4}$ 274		$\frac{1}{2}$	542		

TOTALS

377

274

815

2150

NAVAL UNITS

\* GROFAC (Including Boat Pool)  
Garrison Beach Party  
\* PT Boat Oper Base (Including G-9 Comp.)

1	1435
1	89
1	237

TOTALS

1761

\* See Supplement 1 for details.

ICEBERG - PHASE III (e)

Revised 2 May 1945.

ANNEX 9 TO APPENDIX H

UNITS	T/O	Unit Str.	A S S A U L T				G A R R I S O N				REMARKS
			ARMY No. Ass.	NAVY No. Ass.	MARINE No. Ass.		ARMY No. Ass.	NAVY No. Ass.	MARINE No. Ass.		
MILITARY GOVERNMENT											
A Det	-	15		1	15			1	15		
B Det	-	27		1	27			1	27		
Camp Orgn C Det	-	36						2	72		
Camp (250 men)	N/A	25						1	25		
Interpreters	-	-							15		
TOTALS				42					154		
TOTAL SERVICE			4,305	716	751		3,694	12,631	1,975		
TOTAL COMBAT & SERVICE			23,144	716	1,545		11,413	13,188	7,672		
TOTAL ASSAULT - 25,405			TOTAL GARRISON - 32,273								

SUPPLEMENT 1 TO ANNEX 9

GROPAC

		<u>Off.</u>	<u>EM</u>	<u>Agg.</u>
	A-2 Administration	7	55	62
	A-6 Intelligence	2	3	5
(2)	A-7 Shore Patrol Hq	6	40	46
	B-1 Harbor Ent. Cont. Post	4	23	27
	B-2A H.D. Anti-Sub Patrol	3	39	42
	B-2B Harbor Patrol	1	28	29
	B-3 Underwater Detection	5	29	34
	B-4A Port Director (Med.)	10	14	24
(3)	B-5A Boat Pool	3	15	18
(3)	B-5B Barge Pool	0	84	84
	B-6 Surface Radar	1	47	48
	B-8 Minesweep Comp.	1	1	2
	B-9 Fleet Moorings	-	-	-
	B-10 Navigation Aids	-	-	-
	C-10 Fleet Post Office	3	22	25
	C-18 V-Mail Comp.	0	9	9
(3)	D-10 Storage & Supply (Mod.)	9	69	78
	D-15 Cobbler & Tailor Shop	0	5	5
	D-21 Disbursing Office	2	16	18
	E-8 Repair - small boat	4	64	68
	E-10 Landing Craft - Maint. Unit	5	52	57
	E-19 Typewriter Repair	0	1	1
	G-8 Dispensary (25 bed)	2	12	14
	H-14C MoGas Tank Farm & Diesel	0	0	0
	J-2 Base Machine Gun	1	5	6
	J-12A Net Component	5	45	50
(7)	N-1A Camps - 250 men - tents	0	175	175
(2)	N-2C Camps - 100 men - Northern huts	0	28	28
	N-3C Camps - 50 men - Northern huts	0	8	8
(6)	N-5C Camp Bldgs. - 250 men - Northern huts	0	0	0
	N-6B Bakery - 2000 men	0	12	12
	N-7C Camps - 1000 men - Northern huts	-	-	81
	N-9 Base Recreation	2	10	12
(2)	N-12 Laundry - 1000 men	0	10	10
(3)	P-12A Fire Prot. (basic)	0	3	3
(4)	P-12C Fire Prot. (waterfront)	0	4	4
	Boat Pool personnel (Est.)	25	325	350
TOTAL PERSONNEL				1435

PT OPERATING BASE

PT Base (less G-10) plus	231
H-14C AvGas Storage (Modified)	0
P-12C Fire Protection (waterfront)	1
G-9 Dispensary (10 bed)	5
TOTAL PERSONNEL	237